8003 Garden Valley Rd.-Fairgrounds 1974
Int. Sec. of the Pacific Hwy.
(Grad., pav., struct., sign. & ill.)#2

KNOW ALL MEN BY THESE PRESENTS, That NORMAN JOHN and INEZ JOHN, husband and wife

, grantor s,

in consideration of Ten and no/100 ---------------------------------- Dollars,
and other good and valuable consideration
to us paid by ROSEBURG GARBAGE DISPOSAL CO., an Oregon corporation,

, grantee ,

do hereby grant, bargain, sell and convey unto the said grantee its successors ~~heirs~~ and assigns, all the following real property, with the tenements, hereditaments and appurtenances, situated in the County of DOUGLAS and State of Oregon, bounded and described as follows, to-wit:

Lots 7 and 8, Plat B, UMPQUA FRUITLANDS, according to duly recorded map and plat thereof on file in the office of the County Clerk, Douglas County, Oregon.

To Have and to Hold, the above described and granted premises unto the said grantee its successors ~~heirs~~ and assigns forever.

Witness our hands and seals this 2nd day of July, 19 62 .

(SEAL)

Norman [illegible] John (SEAL)

(SEAL)

STATE OF OREGON,

(SEAL)

County of DOUGLAS [illegible] 1962 ,

before me, the undersigned, a [illegible] personally appeared the

within named [illegible]

[illegible] are

known to me to [illegible] the within

instrument [illegible] voluntarily.

IN TESTIMONY [illegible] my official

seal the day and [illegible]

Notary Public for Oregon.

[illegible] 1963

[illegible]

TO

ROSEBURG GARBAGE DISPOSAL CO.

AFTER RECORDING RETURN TO

Carl [illegible] Attorney
P. O. Box [illegible]
Roseburg, Oregon

Docket No.

723

STATE OF OREGON, }
Douglas } ss.

[illegible] the within instrument [illegible] record on the [illegible] 1962, [illegible] and recorded [illegible] on page 264 [illegible] County.

[illegible] seal of [illegible]

[illegible] Recorder.

[illegible]

Deputy.

I-5

REGION 3 P.O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

Douglas County Planning Commission
Douglas County Court House
Roseburg, Oregon 97470

January 24, 1973

Subject: Loosley-Allenby Property

Gentlemen:

The planned reconstruction of the Garden Valley Road-Fairgrounds Road Section of I-5 will produce 1,000,000 cubic yards of excess material from the Mt. Nebo excavation. A good share of this material is suitable for crushing and use for road building materials.

It would be in the public interest to have a suitable location to dispose of the material near the point of excavation. Later the suitable rocky material could be crushed and used in the community for constructive purposes.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. VERSTEEG
Region Engineer

JHV/cw

bcc Roseburg Paving Co.
Frank Hall✓
A. W. Bates

1 Hall H
A. Olson
2 Terpin T
Scott
3 Swenson
K. Olson
R

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JAN 25 1973
DESIGN SECTION

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BY FINAL DESIGN ENGINEER

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1973

SUBJECT: Disposal Site for
Garden Valley Interchange
Fairgrounds Section
Interstate 5

To: A. E. Johnson
Asst. State Highway Engineer

BUILDING

This proposed site is low-lying, underdeveloped land. Region 3 suggests using the site to dispose of excess material from the subject Interstate contract. After filling and leveling of the site, Region 3 proposed to build an office building to house P.U.C., D.M.V., State Police, District Engineer, Right-of-Way and Regional offices. The area is 11.5 acres.

Estimated cost, undeveloped	$20,000
Estimated value after filling	60,000

This 11.5 acres is located outside the city limits. It is not zoned. The City and County planning commissions see no problem to having the property zoned for an office site. The present owner proposes to sell with restrictions as to use, but stated that a state office building would meet his restrictions.

The Roseburg Section maintenance headquarters was located at the corner of Cobb and Rice Avenues in Roseburg since the 1920's. The District office building was erected on the same site in the mid 1930's. This office is located one block off the former Pacific Highway (now the Oakland-Shady Secondary).

Although the state office serves the public, it is hard to find, and difficult to sign. The streets are narrow.

The site recommended by Region is close to the Garden Valley Interchange. Access would be via Garden Valley Road and Highland Street. 11.5 acres is ample size to develop suitable parking for employees and the public.

1/19/73
cc: Jack McCormick - Info. Also Bates
JWS

The Maintenance Section urges the acquisition of this site.

No funds are budgeted for site acquisition at Roseburg through fiscal 1975. As of December 31, 1972, approximately $120,000 remains in the Building Site Acquisition portion of the 1972-73 budget. However, the LaGrande office site is still partly under litigation.

Wallerberg	$ 47,500	Final judgment
O.K. Tire Store	72,600	Not yet to trial
Estimate	$120,100	Total

Grants Pass maintenance site is close to being optioned. Estimated cost, $40,000.

Since this proposed Roseburg site would be used first for a disposal site for an interstate contract, perhaps some construction funding could be used to acquire the property with purchase for an office site at a later date.

Aerial photo and ground level snapshots are attached.

Robert N. Bothman
Maintenance Engineer

By:

Carl M. Williams
Maintenance Services Engineer

CMW:mlp
Attachments

cc: J. X. Wilson

1859

OREGON STATE
HIGHWAY DEPARTMENT

1 Hall H
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
Trout K

RECEIVED
JAN 17 1973
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

I-5

P.O. Box 1128
Roseburg, Or
January 11, 1973

Mr. George E. Grubb
Douglas County Road Dept.
Room 219, Court Houde
Roseburg, Oregon 97470

Re: Gardeh Valley- Fairgrounds
Mt. Nebo Waste Area

Dear Mr. Grubb,

I have received your letter concerning the leveling of two areas of the Fairgrounds with material from Mt. Nebo.

I will need a plan of the Fairgrounds with areas marked thereon, and either permits or statements that a permit is not needed, from the State Land Board, Department of Environmental Quality, and the County Planning Commission.

Sincerely,

Alfred W. Bates

Alfred W. Bates,
Resident Engineer

J W

REFERRED TO
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X Watson LRW
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BY FINAL DESIGN ENGINEER

Versleey

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FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 11, 1973

SUBJECT: 11.5 Acres Owned by
Roseburg Memorial Gardens

To: Mr. R. N. Bothman
Maintenance Engineer
SALEM

Attention Carl M. Williams

As you requested, the attached maps, pictures and Al Bates' transmittal letter supply the information Al Johnson wanted concerning the subject property.

If there is anything further needed in determining whether to proceed with acquisition, please let me know.

ORIGINAL SIGNED BY J.X. WILSON

J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

cc A. W. Bates ✓

8003

L

Roseburg, Oregon
January 9, 1973

11.5 Acres owned by
Roseburg Memorial Gardens

J.H. Versteeg,
Region Engineer

Attn: J.X. Wilson

Herewith an aerial photo showing the location of the property which is under consideration for purchase as a site for waste area from Mt. Nebo, and as a building site. The street names are marked thereon.

There is also included a platt with the property marked in red, a platt showing a proposal for buildings and parking, and ground level pictures.

The property is not in the City Limits, it is a County Island within the City and it is not zoned.

The City and County Planning Commissions state that there would be no problem having the property zoned for an office site.

The present owner has the property for sale with restrictions as to the use and he stated that a State office building would be satisfactory.

Alfred W. Bates

Alfred W. Bates,
Resident Engineer

8003

ROSEBURG REGION
RECEIVED
DEC [illegible] 1972
[illegible] | FILE | IA

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 26, 1972

SUBJECT: 11.5 acres owned by Roseburg Memorial Gardens

707 - AEJ

To:

J. H. Versteeg
Region 3 Engineer

ROSEBURG

J. X. Wilson has given a suggestion to A. E. Johnson concerning the desirability of wasting construction material on a convenient site and later using that site for a new Roseburg State Office Complex.

An excellent suggestion. Mr. Johnson seeks further information. Please forward more information as:

(1) Zoning restrictions.
(2) Photographs, both aerial and ground level.
(3) Map showing access to and from the site. Traffic circulation.
(4) Suggested building site and parking.

Robert N. Bothman
Maintenance Engineer

By Carl M. Williams

Carl M. Williams
Maintenance Services Engineer

CMW:mp

Attach.

8003

[illegible]

L

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 21, 1972 1

To: A. E. Johnson
Asst. State Highway Engineer
SALEM

SUBJECT: Garden Valley Inter-Fairgrounds
Inter-Pacific Highway I-5
Douglas County

Some time ago we discussed the feasibility of acquiring some low cost property situated in the Roseburg vicinity that could be upgraded by utilizing a portion of the excess material from the above project. The purpose of this being to come up with a possible building site for a new State Office Complex.

From our investigations so far, we find it will cost us considerable to dispose of most of the excess material either through haul cost or direct fee by dumping on private property. We also find that this private property will generally increase in value appreciably by being either leveled or filled. Since we have a need, it seems we should derive as much benefit as possible from excess material rather than disposing of it upon private property.

We have located an 11.5 acre parcel in town that has access to the freeway via Garden Valley that looks promising. I asked our R/W section to give us a before & after appraisal and a copy of Doug Luth's report is attached. I believe his "after" value per acre of $5, 194 is considerably low, but that's immaterial at this time.

Would you please let us know if you approve of the concept and wish us to proceed with tying up this or some other parcel for future building purposes.

J. H. VERSTEEG
Region Engineer

J. X. Wilson
By J. X. WILSON
Region Construction Engineer

JXW/ks

Attach.

MAINTENANCE ENGINEER
RECEIVED
DEC 22 1972
☐ HE ☐ AME ☐ AME ☐ OE ☐ AG
☐ BME ☐ ES ☐ AA ☐ FILE ☐ TA

RECEIVED
DEC 22 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 7 - 1972
FOR FILING

8005

Copy in
[illegible] 1-5-12
73

AIRMAIL December 6, 1972

The Honorable John Dellenback
Member of Congress
Room 1214 Longworth House Office Building
Washington, D. C. 20515

Dear Mr. Dellenback:

I have investigated the hazardous condition at the Mount Nebo curve on I-5 at Roseburg.

Plans are being made at this time to revise this section of highway. This will reduce the rate of curve and by benching the face of the cut at Mount Nebo, this will prevent rocks from falling onto the highway. This work is being done to meet present Interstate standards.

Public hearings have been held and the project is tentatively scheduled for construction in June 1973. Availability of funds will govern this scheduling.

If you have any further questions concerning this matter, please let me know.

Sincerely,

George M. Baldwin
Administrator of Highways

cc F. B. Klaboe
E. S. Hunter
F. L. Hall
J. H. Versteeg

DNS:jh kw fn

Buck

197
JOHN DELLENBACK

Cheryl Goodhue
1640 N.W. Kline St.
Roseburg, Oregon
97470

The Honorable John Dellenback
House of Representatives
Washington, D.C. 20515

Dear Mr. Dellenback:

Something should be done about the Mount Nebo curve just south of the Roseburg city center exit, interstate highway 5. Hardly a month goes by that there is not a serious accident there. The curve is too sudden and sharp and there is danger of falling rock. If there is not a way to straighten this section of highway, then better traffic control should be installed and some kind of barrier built to prevent rocks from falling onto the road.

Respectfully yours,

#1

MERCY HOSPITAL

621 W. MADRONE STREET • ROSEBURG, OREGON 97470 • 503/673-5511

November 9, 1972

Mr. Alfred W. Bates
Resident Engineer
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Bates:

I appreciate very much your coming to Mercy Hospital today and examining the area at the hospital we would like to have filled with rock from the Mt. Nebo project.

We are enclosing a platt of the property. The area available for fill lies along the East side of the property which is bounded by the South Umpqua River. We estimate that in this area we could use 50,000 cubic yards of rock material.

The hospital would, of course, protect and hold the Highway Department harmless of any claims of any kind arising out of deposit of this material on the hospital property.

This matter is of the highest priority in as much as it is essential we enlarge our parking lot and we would provide you with any additional information you require, and would procure any engineering data that may be necessary.

We would appreciate having the enclosed platt returned to us when you have finished with it. We do have another map that may be of help to you.

Sincerely,

Sister Jacquetta Taylor, RSM

Sister Jacquetta Taylor, R.S.M.
Administrator

SJT/mm

Enclosure: Platt of Mercy Hospital, dated 8/3/50

cc: E. Murphy

Form FHWA-121 (12-?)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

2005

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 8, 1972

In reply refer to: 10-35.7

FROM : for G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(9)313
NE. Siskiyou - Washington State Line Section
File 44180

I-5-3(77)126
Garden Valley Road - Fairgrounds Section
File 44895

Right of Way Engineer Moehring's letters of February 29 and March 9, 1972, provided information concerning Ineligibility Notifications 35-72-FIN-10 and 35-72-FIN-11. A decision as to the extent of Federal participation is being withheld pending resolution of the findings of the Operational Audit Report 72-1035-5 dated March 28, 1972.

8-14-72

Moehring

RECEIVED
AUG 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
AUG 10 1972
FOR FILING

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5 j

6-27-72

June 28, 1972

Board of County Commissioners
Douglas County
Courthouse
Roseburg, Oregon 97470

Attention: G. D. Myllenbeck
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Garden Valley Road-Fairgrounds Section (Mt. Nebo) of the Pacific Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att. - conf.)

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JUN 2

FOR FILING

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

Const
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Pac H

DATE June 1, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Throughway Agreement with Douglas County**
Pacific Highway (I-5)

Douglas County has signed an agreement covering construction of the Garden Valley Road-Fairgrounds Section (Mt. Nebo) of the Pacific Highway. There is also an agreement with the City of Roseburg covering the portion within the city.

The terms of this agreement require the State to obtain all right-of-way, construct and maintain the project. The County has agreed to accept all jurisdiction, maintenance and control of frontage roads and improved county road connections. They also agree to cooperate in the usual manner and to arrange for the adjustment of conflicting utility installations.

This Interstate project has been moved to "Later" on the current construction schedule, with an estimated cost of $5,820,000.

This matter will be on the agenda for your consideration at the June 27 meeting. I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young
V. E. Skoog
D. H. Moehring
FLL. Hall
Victor Wolfe
H. S. Cox
J. H. Versteeg
Gary Ross
Gary Sund

RECEIVED
MAY 24 1972
FOR FILE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Carl
and
Rae S

DATE May 23, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Throughway Agreement with Roseburg**
Pacific Highway (I-5)

The City of Roseburg has executed an agreement covering construction of the Garden Valley Road-Fairgrounds Section of the Pacific Highway.

This agreement provides for construction and maintenance of the project by the State. The City has agreed to the closure of certain streets and to cooperate in the usual manner to effect the adjustment of utilities. An 8-inch sewer will be installed as part of the project with the City to reimburse State for the actual cost incurred. In order to facilitate construction, the State will be permitted to close on and off ramps temporarily at the Garden Valley Road and Harvard Avenue Interchanges.

This project is scheduled for contract during the third quarter of 1973 and has an estimated cost of $5,820,000.

This matter will be on the agenda for your consideration at the June 27 meeting. I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young
V. E. Skoog
D. H. Moehring
F. L. Hall
Victor Wolfe
H. S. Cox
J. H. Versteeg
Gary Ross
Gary Sund
MCH:ljt cg

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

8003

TO : Mr. George M. Baldwin, Administrator of Hwys
Salem, Oregon

DATE: June 8, 1972

In reply refer to: 10-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(-)124
Garden Valley Road - Fairgrounds Road Section
Environmental Statement Requirements

Mr. Schroeder's April 6 letter submitted an Environmental Reassment of this project and requested our concurrence that no further action was required under PPM 90-1.

We have considered the request, and have carefully reviewed the status of this project and its anticipated environmental impacts. We believe that an Environmental Impact Statement should be prepared.

The above decision is based on our current policy as set forth in our June 5 memorandum. We believe that the environmental impacts of this project are such that a Negative Declaration would not be appropriate.

6-9-72

Schroeder - Rogers

RECEIVED
JUN 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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FOR FILING

OREGON STATE
HIGHWAY DIVISION

8003

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

May 25, 1972

TO: R. E. Simpson, Division Engineer
Federal Highway Administration

FROM: John R. Oakes, Assistant R/W Engineer

SUBJECT: FEDERAL PROJECT: I-5-3(77)
Garden Valley Rd.-Fairgrounds Section, Pacific Highway

We request your concurrence in the public auction of two buildings in the Roseburg area on June 8, 1972. These buildings are all on the subject project on the Pacific Highway. The account number is 610-2520P. If we are unable to sell the buildings, we further request your approval of and authorization to proceed with their demolition in a demolition contract.

This sale and clearance of these buildings will be in accordance with the State's demolition plan.

Both of these buildings are presently vacant and the occupants have been relocated in accordance with the applicable State and Federal provisions.

JRO:ha
Attachment
cc Tom Edwards✓
F. B. Klaboe
L. H. Young /w/ att.
V. E. Skoog
W. H. Haskin
M. R. Mitchell /w/ att.

NOTED
TOM EDWARDS

RECEIVED
MAY 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

Form FHWA-121 (12-[illegible])
UNITED STATES GOVERNMENT

Memorandum

8003

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 5, 1972

In reply refer to: 10-35.7

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(77)
Garden Valley Rd.-Fairgrounds Section
File 44914

Mr. Chatwood's letter of March 27, 1972, requests information concerning possible payment under the Uniform Relocation Act for an amount of money owed on a conditional sales contract by the owner of the property to a sign company. There is no provision in the Uniform Act to pay the liquidation damage in order to cancel out the contract.

If the State determines the sign is real property and is to be acquired, the fair market value of the sign should be considered in the State's appraisal. If the sign is determined to be personal property, and is moved, the cost of moving would be eligible for Federal participation.

4-10-72

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr Edwards

RECEIVED
MAR 29 1972
FOR FILING

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

March 27, 1972

Pac S

Ap

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

44914-Federal Sign & Signal
Garden Valley Rd.-Fairgrounds Rd. Section
Pacific Highway
Douglas County
I-5-3(77)

Dear Mr. Simpson:

Enclosed find a copy of the Federal Sign and Signal Corporation rental agreement dated May 8, 1967; a copy of a letter by Federal Sign and Signal Corporation to Right of Way Agent Douglas Luth dated February 28, 1972, which shows the amount of money owing on the contract ($2184.00); and a copy of Mr. Harstick's appraisal ($910) of today's value of the sign.

The sublessee, Mr. and Mrs. Willis Hill, must pay the balance of the contract as soon as it is frustrated. Even though a second appraisal may show a different amount than Mr. Harstick's, I doubt if it would equal the amount owing on the contract.

In order to comply with the spirit of the Uniform Relocation Assistance and Real Property Policies Act of 1970, please advise how the Oregon State Highway Division can reimburse these business people who occupy a leased, fully-equiped restaurant building for a frustrated conditional sales contract that they would have enjoyed for 52 additional months had not the displacement for a highway contract taken place.

Very truly yours,

ORIGINAL SIGNED
K. A. CHATWOOD

K. A. Chatwood
Administrative R/W Agent

RECEIVED
MAR 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

KAC:lf
Attachments
cc Tom Edwards
F. B. Klaboe
L. H. Young /w/ attach.
V. E. Skoog
M. R. Mitchell /w/ attach.
L. W. Riley /w/ attach.
J. J. Smith /w/ attach.

Form E-123

RECEIVED
FOR FILING

OREGON STATE
HIGHWAY DIVISION

900-

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

March 22, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

Garden Valley Road-
Fairgrounds Int. Section
Pacific Highway
Douglas County
I-5-3(77)

Dear Mr. Simpson:

Refer to your letter to Mr. Baldwin dated January 13, 1972, and more particularly to page two:

"The question of providing new offer-benefit letters and/or new claim forms to relocatees eligible for increased benefits under Public Law 91-646 was discussed with Administrative Right of Way Agent K. Chatwood and it was agreed the State will determine if the Roseburg office has advised all relocatees eligible for increased benefits by giving them new offer-benefit letters and/or new claim forms for all benefits. This would include closing costs and interest differential when applicable. The files should be appropriately documented. Your comments are requested as to the actions taken."

Mr. Riley assigned Right of Way Agent Russell Hopkins to inspect each file involved in the district affected by the 1970 law to determine if the best of either the 1968 Act or the 1970 Act was offered verbially or by mail. Sixty-seven files were studied and a tabulation made of what was found and what was offered. A copy of this study is in my office; you may have a copy if you so desire.

This letter is to assure you that all persons in the Roseburg District (Region 3) have been offered relocation benefits according to FHWA instructions (IM 80-1-71).

Very truly yours,

RECEIVED
MAR 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER

K. A. Chatwood
Administrative R/W Agent

KAC:lf
cc Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
J. J. Smith
M. R. Mitchell

Form E-123

RECEIVED
MAR 2 1972
FOR FILING

Form FHWA-121 (12-
UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

8002

DATE: March 20, 1972

In reply refer to: 10-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

R.E.S.

SUBJECT: Oregon Project I-5-3(77)126
Garden Valley Road - Fairgrounds Road Section
File 40962, Bladorn

Relocation Supervisor J. J. Smith's letter of March 10 indicates that the State has calculated a replacement housing additive for the Bladorns. The letter indicates that the subject property consisted of commercial land upon which there was a low cost old residential dwelling. Based upon these facts the State is correct in calculating the replacement housing additive based upon paragraph 23i of IM 80-1-71. The overage in the right of way settlement would not affect the replacement housing additive.

3-23-72

RECEIVED
MAR 2 1972
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

8003

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 10, 1972

Mr. R. E. Simpson
Division Engineer
Federal Department of Transportation
P. O. Box 300
Salem, Oregon

Subject: Ore. Project 1-5-3 (77)126
Garden Valley Rd.-Fairgrounds Rd.
Pacific Highway

Our File No. 40962 - Bladorn

Dear Sir:

Please refer to your letter of February 17, 1972, requesting a re-study of relocation benefits for the above relocatee. Please be advised that, based upon applicable legislation under the 1968 Act, this relocatee is eligible to receive a housing additive of $5000.

The subject property consisted of commercial land upon which there was a low cost old residential dwelling. Based upon IM 80-1-70, Par. 23 (i), our Appraiser estimated the fair market value of the residence on a typical residential lot for the area to be $4,161. Subsequently, the file was settled for an amount over the review. Your letter states, "this would have an effect on the replacement housing additive, if any."

We do not find in the IM any instructions or formulas for guidance in applying overages such as in this case as a direct reduction of any additives due the relocatee. Will you kindly furnish us with the Federal guideline which sets forth the method to be used in applying this overage between the amount paid for the commercial land and the amount paid for the dwelling, which in the appraisal has no value. In other words, will you kindly explain to us how this overage will affect the replacement housing additive in this instance.

Inasmuch as we are ready to settle with this relocatee, we would appreciate an answer promptly.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

J. J. Smith
Relocation Supervisor

JJS:jm

cc: Tom Edwards ✓
F. B. Klaboe
L. H. Young
V. E. Skoog

NOTED
TOM EDWARDS

RECEIVED
MAR 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

I-5

March 9, 1972
Salem, Oregon

Right of Way File No. A5202
Garden Valley-Fairgrounds Section
Pacific Highway
Douglas County

J. H. Versteeg
Region Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Attention: John Sheldrake

In your letter of February 25 you recommended that a 10-inch sewer be provided in the construction project to serve the subject property.

We are in agreement with you and will include the 10-inch sewer line in the plans.

Frank L. Hall
Design Engineer

FLH:jh
cc: F. E. Terpin

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DESIGN
SECTION
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Watson
R. Olson

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 25, 1972

SUBJECT: R/W File No. 45202-Berman Corp.
Garden Valley-Fairgrounds Sec.
Pacific Highway
Douglas County

To: Mr. Frank L. Hall
Design Engineer
SALEM

The acquisition on subject file necessitates replacing a sewer system for the service station area. Attached is correspondence from District Appraiser Wilson and Resident Engineer Bates relating the problem and estimated costs.

We would recommend, particularly due to future possible maintenance problems, that a 10-inch sewer line be considered as part of the construction project. This would preclude the possible later opening of the street area to install a larger line due to development in the area. Also, this would eliminate problems connected with having a private sewer line on State right of way for some distance.

Will be done
H

John W. Sheldrake
JOHN W. SHELDRAKE
Region Construction Engineer

JWS/cw
Attach.
cc L. W. Riley
A. W. Bates

1 H
2 T

NOTED
L. K. WATSON

SP*92475-734

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 10, 1972

SUBJECT: File No. 45202- Berman Corp.
Garden Valley - Fairgrounds Sect.
Pacific Highway
Douglas County

To: J. Versteeg,
Division Engineer

Attn: J. Sheldrake

There is no construction problem involved in running a sanitary sewer from the service station on the subject file to the city of Roseburg sanitary sewer at the intersection of Portland & Kendal Avenue.

A four inch line satisfies the requirements of the code and the estimated cost is:

900 ft. 4 inch sanitary sewer pipe @ 1.80 =	$1,620.00
One shallow manhole	100.00
200 Cu. Yds. Trench Excavation @ 3.50	700.00
Total	$2,420.00

The city of Roseburg Public Works Director, Don Bentz, states that the city would not accept for maintenance a line of less than 10 inches in this area as this is the size required if the area is developed as zoned.

The estimated cost of a ten inch line is:

900 Ft. ten inch sanitary sewer pipe @ 4.00	$3,600.00
One shallow manhole	100.00
230 Cu.Yds. Trench Excavation @ 3.50	805.00
Total	$4,505.00

The city will allow the service station property to be connected to their sanitary sewer by either of the above methods. There is a connection charge of $165.00 and the property owner must sign a statement that he is willing to have his property annexed to the city.

The prices in the above estimate are based upon the work being a part of the Garden Valley- Fairgrounds contract.

The objection to the four inch line would be that it would need to be under permit to a private party.

Alfred W. Bates
Alfred W. Bates,
Resident Engineer

ROSEBURG DIVISION
RECEIVED
JAN 10 1972
Assign .... For ....
Reply .... Action ....

BUF
2-3-72
IW

FORM [illegible] (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 21, 1971

SUBJECT:

File No: 45202-Berman Corp.
Section: Garden Valley Rd.-Fairgrds.
Highway: Pacific
County: Douglas

To: C. T. Keasey
Division Office

The State's acquisition from subject file will necessitate replacing a sewer system for the service station area. Because of the small amount of land which will be left, the sanitation authorities will not issue a permit for a septic system. The only alternative at this time is to explore the possibility of hooking onto the city sewer system which lies across the highway on Portland Avenue.

Will it be possible to put a sewer line under the highway at the overpass during construction? Can this be done by means of a conduit or by placing the line itself underground?

I will also need to know if there will be permit charges, whether the State will put the line through, and if so how much it will cost the grantor.

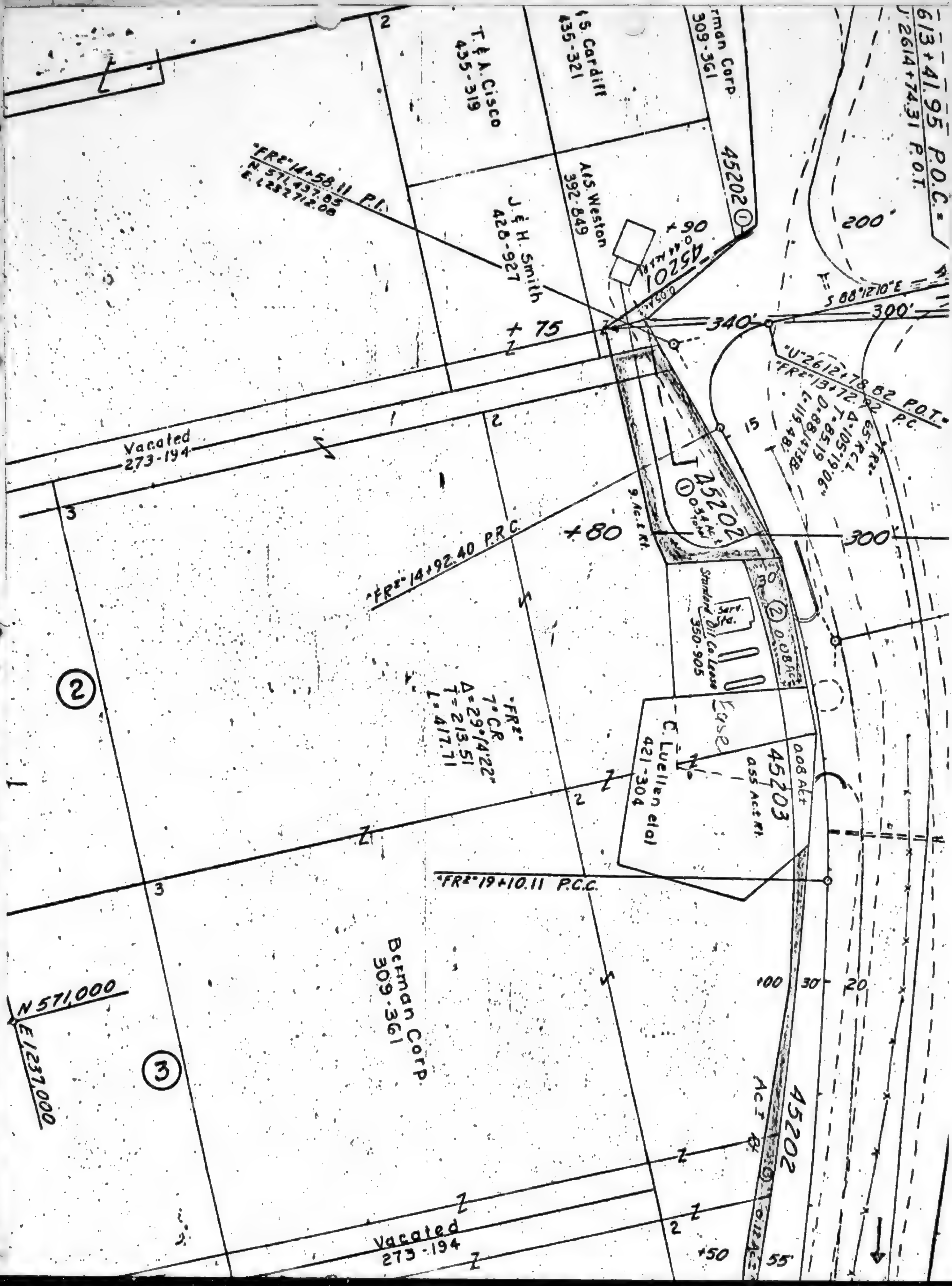
At this point it would appear the damages will be very extreme in case the sewer system can not be replaced.

Richard Wilson
Richard Wilson
District Appraiser

RW:slw

1/3/72
Al Bates - Can you
give me a recommedation
re questions and/or
feasability.

Sent cw



613+41.95 P.O.C.
2614+74.31 P.O.T.
rman Corp. 309-361
J. & S. Cardiff 435-321
T. & A. Cisco 435-319
A. & S. Weston 392-849
J. & H. Smith 428-927
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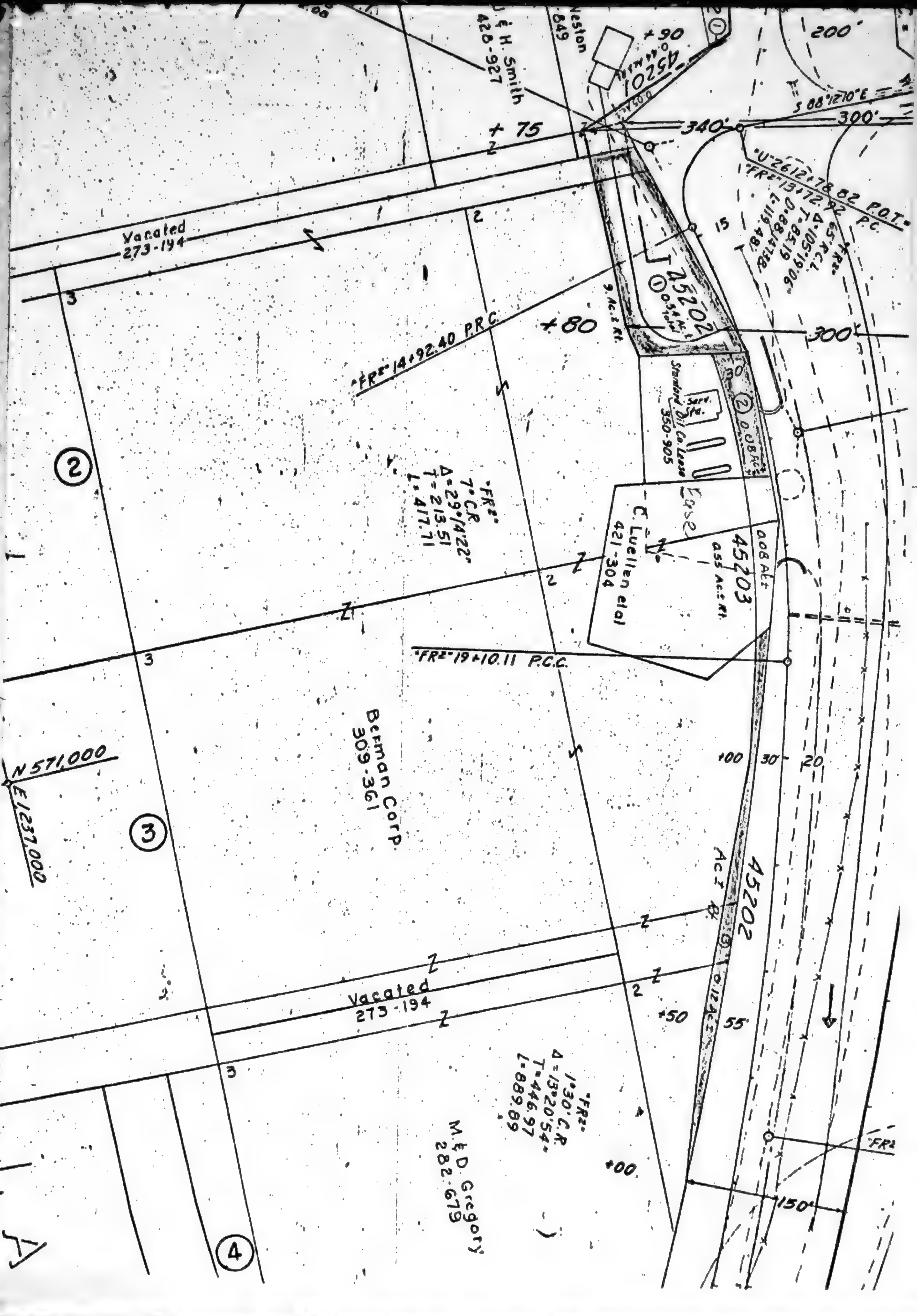
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FOR FIL

8003

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

March 9, 1972

Ms. Jessie M. Waggoner
203 West Bowden Street
Roseburg, Oregon 97470

Dear Ms. Waggoner:

Your recent letter expressed concern that an injustice might be occurring in a transaction between Mrs. Mary C. Sala and Mrs. Nelle B. McDannold and the Highway Division.

The Division tells me that payment was processed as soon as the state received the title insurance and that it was mailed on February 10. All steps necessary to prepare this file for payment were expedited it appears. It is unfortunate that your friends were burdened with the extra interest costs, but this is an expense which I believe the state cannot pay.

I hope your friends will be happy in their new home.

Sincerely,

Governor

TM:da

bcc: Highway Division

RECEIVED
MAR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

COPY

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MAR 1[illegible] 1972
FOR FILING

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

xxxxxxxxxxxxxxxxxxxxxxxx

408 Highway Building

March 8, 1972

Mr. Thomas Garrison, Lawyer
P. O. Box 266
Roseburg, Oregon 97470

RE: File R-44896 - Sala & McDonald
Garden Valley Rd.-Fairgrounds Sec.
Pacific Highway
Douglas County

Dear Mr. Garrison:

Respecting your letter of March 6, 1972, I cannot agree with you that your clients are entitled to additional compensation.

A negotiated settlement was effectuated between the parties, culminating in the execution of an option which provided the consideration recited therein constituted complete just compensation for the property being acquired. It is our position this includes any interest that may have been due and owing at the time.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:ih

cc: D. H. Moehring
Tom Edwards

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL
WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

March 2, 1972

Mr. Thomas Garrison
Lawyer
430 S.E. Main
P.O. Box 266
Roseburg, Oregon 97470

Re: R-44896 - Sala & McDannold

Dear Mr. Garrison:

Your letter of February 17, 1972, directed to John R. Oakes in connection with the above matter, has been forwarded to the undersigned for answer.

My review of the file indicates the following:

1. Negotiations to acquire the property of your clients commenced on March 15, 1971. At this time, based upon a review of two appraisals obtained by the State, an offer to purchase was made to your clients in the sum of $17,500, plus a replacement housing additive in the amount of $2,010, or a total of $19,510.

2. Further negotiations were conducted with you by Mr. J. Morgan. The file indicates he met with you on April 12, September 17, and December 1, 1971. Additionally, the file indicates he spoke with you by phone on May 21, July 23, November 5, November 8, and December 6, 1971.

3. The negotiations resulted in an agreed settlement in the total sum of $20,500. This was formalized by the signing of an option dated December 7, 1971 by Jessie M. Waggoner, attorney in fact for your clients.

4. The Highway Commission authorized acceptance of the option on December 30, 1971.

5. On January 3, 1972, a deed was forwarded to you to be executed by your clients.

6. On January 5, 1972, you mailed the executed deed to the Right of Way Section in Salem.

7. On February 10, 1972 the compensation to which your clients were entitled was mailed to you by the Highway Division.

I cannot agree with you that any great delay is indicated in the records of the case. The option was no doubt fully reviewed by you before you advised the same to be signed by your clients.

The option provides the same is subject to acceptance by the Highway Commission. The option further provides that the consideration recited therein constitutes complete just compensation for the property being acquired.

There is no question that it took approximately, one month to process the payment to your clients, but I do not consider this an unusually long delay.

Under the circumstances, I do not feel justified in advising my client to pay the $307.50 demanded by you.

Very truly yours,

LEE JOHNSON
Attorney General

/s/ L. I. Lindas
L. I. Lindas
Assistant Attorney General
and Counsel to Highway
Division

LIL:mjg
cc: D. H. Moehring
Tom Edwards

RECEIVED
MAR 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

February 18, 1972

To: Mr. F. B. Klaboe
Deputy State Highway Engineer

BUILDING

SUBJECT: Draft Reply for the Governor's Consideration
File 44896
Garden Valley Road - Fairgrounds Section
Pacific Highway
Douglas County

Attached is a suggested reply to Ms. Jessie M. Waggoner concerning her February 10, 1972, letter addressed to the Governor.

Full payment was mailed to Mrs. Mary C. Sala and Mrs. Nelle B. McDannold in care of their attorney, Thomas Garrison, on February 10, 1972. The option was approved by the Highway Commission on the weekly resolution of December 30, 1971.

The option was in the amount of $20,500, which was $3,000 over review. Unfortunately, the ladies made a commitment to purchase another home before signing this option and for two or three months were paying interest pending receipt of the State's payment. Their attorney had already asked the State to pay this charge, but our attorney informed us that we could not do so under existing laws and regulations.

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO:JP
Attachments

SP*52475-734

2.10.72 Waggone to Highway

203 W. Bowden St.
Roseburg, Oregon
February 8, 1972

Governor Tom McCall
State Capitol Bldg.
Salem, Oregon

Dear Governor:

We hear and see so much about the need of helping our Senior Citizens, and I, for one, say "AMEN" to this. I wish to bring to your attention a situation that has made me lose my "cool", and which, I hope, you can do something to correct.

I have befriended two elderly ladies, retired school teacher, aged 86 and 84 years, respectively, who live on a limited budget. They are wonderful, Christian women who have devoted their lives to educate and mold many leaders in our country.

The State Highway recently took their property for an interchange near the Senior High School. It was so upsetting to them that one of them suffered a heart attack. The State didn't want to pay them enough to purchase a comparable property because they said their appraisal was fair, and, furthermore, these women were up in years and didn't need it. We hired a lawyer, and finally got enough to cover the purchase price of a property that was adequate, but not comparable to the one vacated. Their property was turned over to the State Highway November 11, 1971, and an option was given the State Highway on December 7, 1971.

All this time, these elderly ladies have been paying $76.00 per month interest on the new property while they await payment from the State for their vacated property. They are depleting their meager savings in doing this. When I asked the State Highway Representative whether or not these ladies would be compensated for these payments while waiting their check, he said, "Of course not. We have no money for such things."

I don't want to be unreasonable. I do realize that there are many who are probably waiting for their checks, but I also know others who received their checks more promptly.

I have never before written a letter of this kind, nor have I ever before fought an injustice. I firmly believe older people are the ones in need of fair compensation to take care of numerous illnesses and the cost of hiring everything done for them. These two women can't even afford to pay their way in a Rest Home, and are brave and courageous enough to want to stand on their own two feet.

The cost of a lawyer, plus the monthly installments (two-thirds of which are interest) will mean that they are not going to break even on their enforced move.

I pray that by the time you receive this, they will have received their check, but even so, the above statements will yet be true.

Thank you for listening to me, for I felt that I would explode if I didn't share this with someone who might be able to rectify such injustices.

Respectfully,

Jessie M. Waggoner

RECEIVED
FEB 1 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

March 8, 1972
Salem, Oregon

Mr. E. S. Hunter
Assistant State Highway Engineer
BUILDING

South Umpqua River (Hospital) Bridge
I-5
Douglas County
Bridge No. 7404
Widening

This is in answer to your inquiry regarding traffic handling during the widening and deck replacement of the subject structure.

If north and southbound traffic can be accommodated by one lane each, the 34-foot proposed widening can be constructed and used to provide one lane each for two-way traffic while the old deck is removed and replaced. This will require that construction be such that the trusses, beams and deck of the widened section are not attached to the existing structure. This can be done.

R. W. Ellison
Bridge Administration Engineer

RWE/ag

cc: A. E. Johnson
F. Hall
W. Hart
L. Wallace
A. Rear

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1972

SUBJECT:

Traffic Analysis
Garden Valley Boulevard-Military Avenue
Pacific Highway I-5
Roseburg

To:

Frank Hall
Design Engineer

BUILDING

Attention: A. D. Olson

In accordance with your request, we have completed a traffic analysis for the construction period of the subject section. In order to evaluate the most critical traffic volume period, ADT's were developed for the summer months of 1972. During the construction period, it was assumed that the N. Umpqua River Bridge and Military Avenue interchange would be reconstructed, as well as realignment of I-5 south of Military Avenue.

The controlling restriction with regard to the I-5 freeway appears to be the stage construction involving the N. Umpqua River Bridge. Based on information received from the Bridge Section, 48 feet of the existing structure width will be available during Stage I construction, while a 34-foot wide parallel structure is under construction. During Stage II, the existing structure will be redecked with traffic diverted to the newly constructed 34-foot structure. Only one lane for each direction of travel can be open to traffic during Stage II.

With the width restrictions on the N. Umpqua River Bridge, four lanes cannot be maintained on the I-5 freeway. Without four lanes on I-5, the 21,000 summer ADT will create an unsafe congested condition. This is especially true of the southbound direction where two successive on-ramps from Garden Valley Interchange must merge with the through traffic on I-5 and compete for the one lane available for southbound traffic over the N. Umpqua River Bridge.

The following traffic conditions and resultant capacity effects were studied in order to arrive at the most acceptable capacity condition.

1 Hall H
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout KP

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MAR 6 - 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Other

Stage I Analysis

Alternate 1 - Close ramps to and from the south at Garden Valley Interchange with one lane in each direction of travel on I-5.

This alternative provides the most reduction in traffic on I-5. The 1972 summer ADT will reduce from 21,000 to 12,000 resulting in an acceptable level of service on I-5, assuming a reduced construction speed of 50 MPH with adequate signing and illumination. The divertion of traffic using the Garden Valley Interchange ramps results in an unsatisfactory capacity condition at the intersection of Garden Valley Boulevard and Stephens Street. The intersection will operate at Level of Service 'E' resulting in unstable flow with queues of vehicles waiting upstream of the intersection requiring more than one signal cycle to clear the intersection during peak hour periods. This alternative is not recommended.

No.

Alternate 2 - Close the southbound on-ramps only at Graden Valley Interchange with one lane southbound and two lanes northbound on I-5.

This alternative will reduce I-5 traffic from 21,000 to 16,500. An acceptable level of service can be provided on I-5. The level of service at the intersection of Garden Valley Boulevard and Stephens Street will operate at 'D' level resulting in some delays, but not an intolerable condition. The improvement in level of service from Alternate 1 stems from a reduction in traffic for the south-to-west left turn. With Alternate 2, this traffic desire is allowed to use the I-5 Freeway between Military Avenue and Garden Valley Boulevard interchanges. The traffic diverted through the intersection for the west-to-south right turn has the use of two signal cycles, therefore, the capacity reduction is less critical for the right turn movement. Alternate 2 is recommended as providing the most acceptable overall capacity condition on I-5 and the street system.

ok

Stage II Analysis

During the four to six months period when redecking of the existing N. Umpqua River Bridge is underway, I-5 can only have one lane each direction of travel due to the 34-foot width restriction across the N. Umpqua River Bridge. It would be desirable to continue to permit northbound traffic between Military Avenue and Garden Valley interchange to use the I-5 Freeway in order to avoid an additional disruption in the traffic pattern. Also, Level of Service 'E' at the intersection of Garden Valley Boulevard and Stephens Street would be avoided.

ok

In order to permit continuation of this movement, an adequate merge distance on I-5 must be provided between the northbound on-ramp at Military Avenue and the taper to one lane on the N. Umpqua River Bridge. A distance of approximately 600 feet is needed for an adequate merge to occur.

OK

Attached is a map of Roseburg indicating 1972 summer ADT's for two conditions. Figures shown in red indicate existing traffic volume conditions with no proposed changes. Figures shown in purple assume closure of the southbound on-ramps at the Garden Valley Interchange, as recommended in Alternate 2. An intersection capacity analysis, as well as ADT and DHV traffic assignments are attached for the intersection of Garden Valley Boulevard and Stephens Street with Alternate 2 traffic volume conditions.

Robert E. Royer
Robert E. Royer
Planning Engineer

JH:ap
Attachments

3-13-72.
alternate 2
& Stage II OK
FBH

OREGON STATE HIGHWAY
TRAFFIC ENGINEERING DIVISION
SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

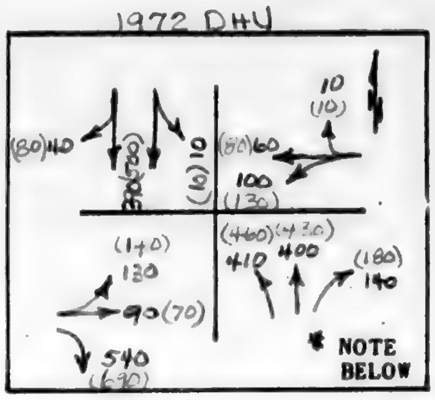
FEB 29, 19 72

PROJECT Oakland Shady Hwy

INTERSECTION Stevens + Garden Valley Blvd.
Traffic with Southbound Ramps at Garden
CITY Valley Interchange Closed
Roseburg

BASIC CONDITIONS:
METRO POPULATION 50,000 PHF ________
AREA: RESID. CBD RURAL [✓ FRINGE] OBD (Circle One)

1972 DHV



C= SIGNAL CYCLE= SEC.

A/C = ___/___ = ___

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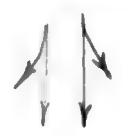
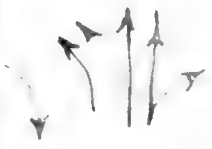
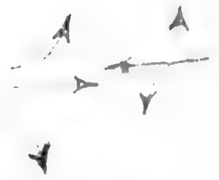
							
G/C= 33 PM = 24 G= SEC.	SEC.	G/C= 19 .43 G= SEC.	SEC.	G/C= 33 .11 G= SEC.	SEC.	G/C= G= SEC.	SEC.

Cycle's Exsisting

Recommendew Cycle .29 .43 .21 = .95 P.M. OR [illegible] AT SERVICE LEVEL "D"

APPROACH N T= 3 % R= 15 % L= – % BUS STOP ________

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ∅
A	N-EWS	24	#4	.23	.24	.33 .24			440	590	Service Level [illegible]

APPROACH W T= % R= % L= % BUS STOP ________

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ∅
L	W-N	12	18E	[illegible]	.17	.33 .11			130	140	
[illegible]	W-E	10	4	.10	.10	.33 .1			90	70	
[illegible]	W-S	12	18E	.48	.20	[illegible]			540	610	

APPROACH S T= 3 % R= 12 % L= 12 % BUS STOP ________

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ∅
L	NW	24	4	.38	[illegible]	.19 [illegible]			[illegible]	[illegible]	
B	[illegible]	12	18	.26	[illegible]	.19 [illegible]			[illegible]	210	

APPROACH E T= 3 % R= 2 % L= 30 % BUS STOP ________

PHASE	MOVEMENT	W_A FEET	CHART REFERENCE	REQ'D G/C OR V/C AM	REQ'D G/C OR V/C PM	G/C USED †	CAPACITY LEVEL	CAPACITY LEVEL E(C_p)	DHV AM	DHV PM	REMARKS ∅
	E-ALL	12	4	.19	.21	.33 .11			170	[illegible]	[illegible]

* Designate Each Approach By Letter: 1-W or 2-W(1-or 2-Way): Pkg., N.P.(No Pkg.); Enter DHV'S.
† Does Pedestrian Timing Control?... If Yes See Attached Sheet For Computations.
∅ Turn Lane Lengths -- D_2, D_3; Trucks -- T_2, T_3; Widened Approach Lengths -- D_a, D_b, ETC.

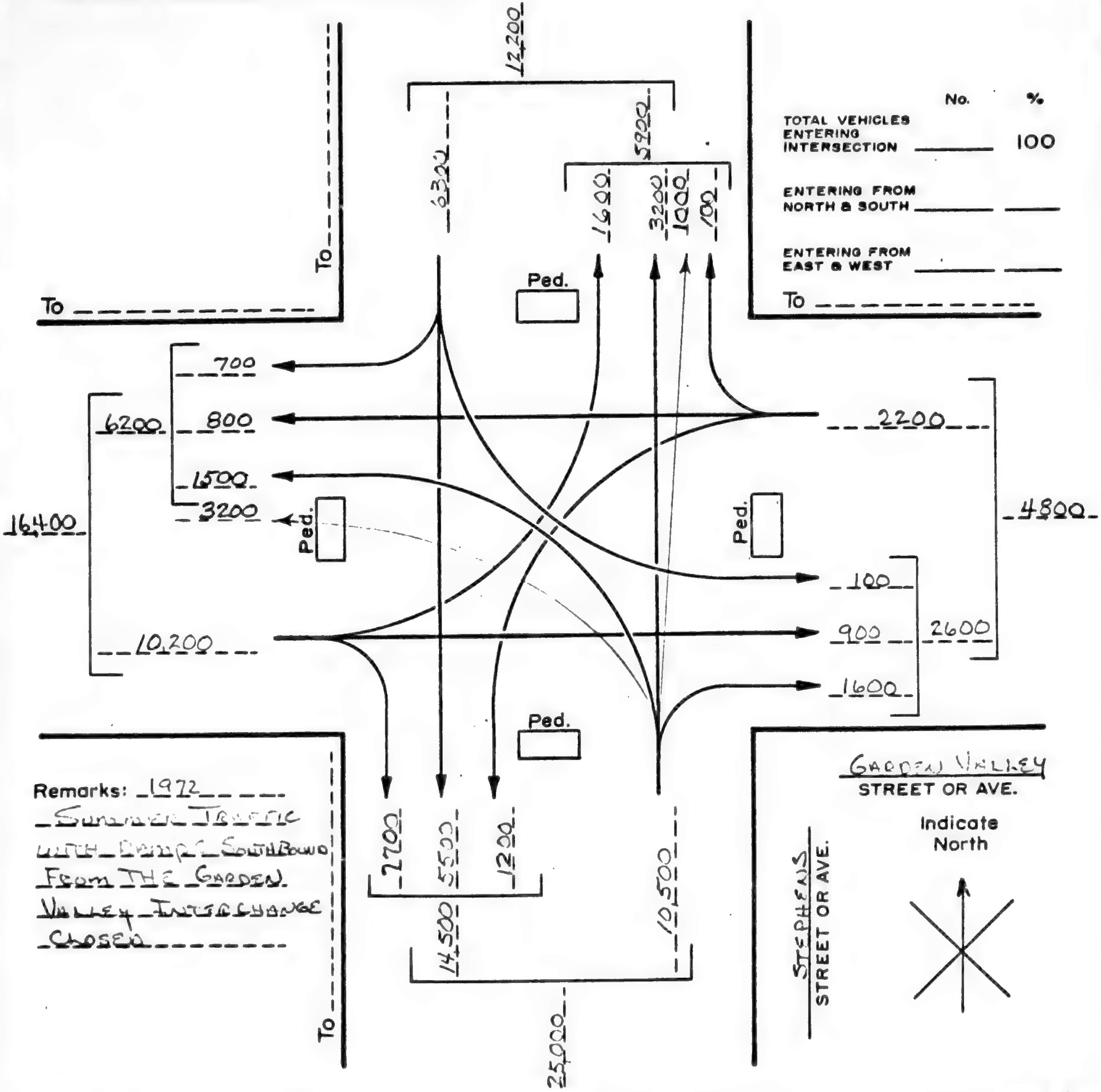
By ________
Checked ________

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE FEB 28 1972
DAY OF WEEK
ACTUAL COUNT (VEH.) HRS.
HOURS COUNTED
PEDESTRIAN COUNT HRS.
HOURS COUNTED
WEATHER

CITY OR COUNTY ROSEBURG
INTERSECTION OF OAKLAND - SHADY HWY No. 234 & GARDEN VALLEY BLVD
MILE POST
CLASSIFICATION


12,200
6300
5900
1600
3200
1000
100
Ped.
To
To
To
700
800
1500
3200
6200
16,400
10,200
2200
4800
Ped.
Ped.
100
900
1600
2600
Ped.
2700
5500
1200
14,500
10,500
25,000
To
GARDEN VALLEY
STREET OR AVE.
STEPHENS
STREET OR AVE.
Indicate North

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION		100
ENTERING FROM NORTH & SOUTH		
ENTERING FROM EAST & WEST		

Remarks: 1972
SUMMER TRAFFIC
WITH RAMPS SOUTHBOUND
FROM THE GARDEN
VALLEY INTERCHANGE
CLOSED

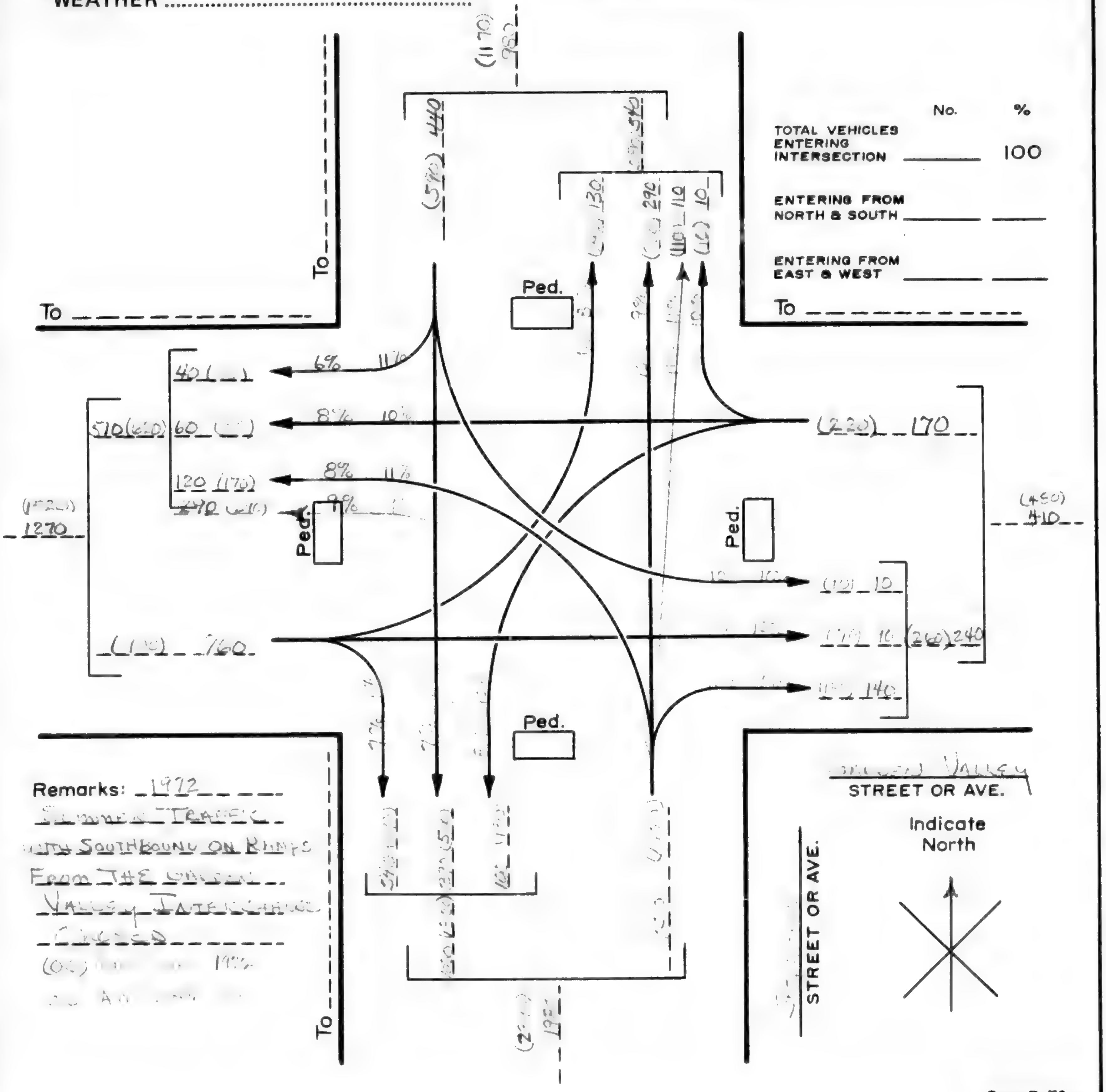
Rev. 3-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Feb. 28, 1972
DAY OF WEEK
ACTUAL COUNT (VEH.) HRS.
HOURS COUNTED
PEDESTRIAN COUNT HRS.
HOURS COUNTED
WEATHER

CITY OR COUNTY Roseburg
INTERSECTION OF Oakland - Shady Hwy No. 234 & Garden Valley Blvd.
MILE POST
CLASSIFICATION


(1170)
982
(590) 440
590
130
290
(110) 110
(10) 10
Ped.
To
To
6%
11%
8%
10%
8%
11%
9%
40 ( )
510 (620)
60 ( )
120 (170)
290
(1520)
1270
(220) 170
(490)
410
10
10
(10) 10
(260) 240
140
(1) 760
7%
7%
Ped.
Ped.
Ped.
(54)
(230)
To
To
138

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION		100
ENTERING FROM NORTH & SOUTH		
ENTERING FROM EAST & WEST		

Remarks: 1972
Summer Traffic
with Southbound on Ramps
From the Garden
Valley Interchange
Closed
(00) [illegible] 19%
[illegible]

Garden Valley
STREET OR AVE.

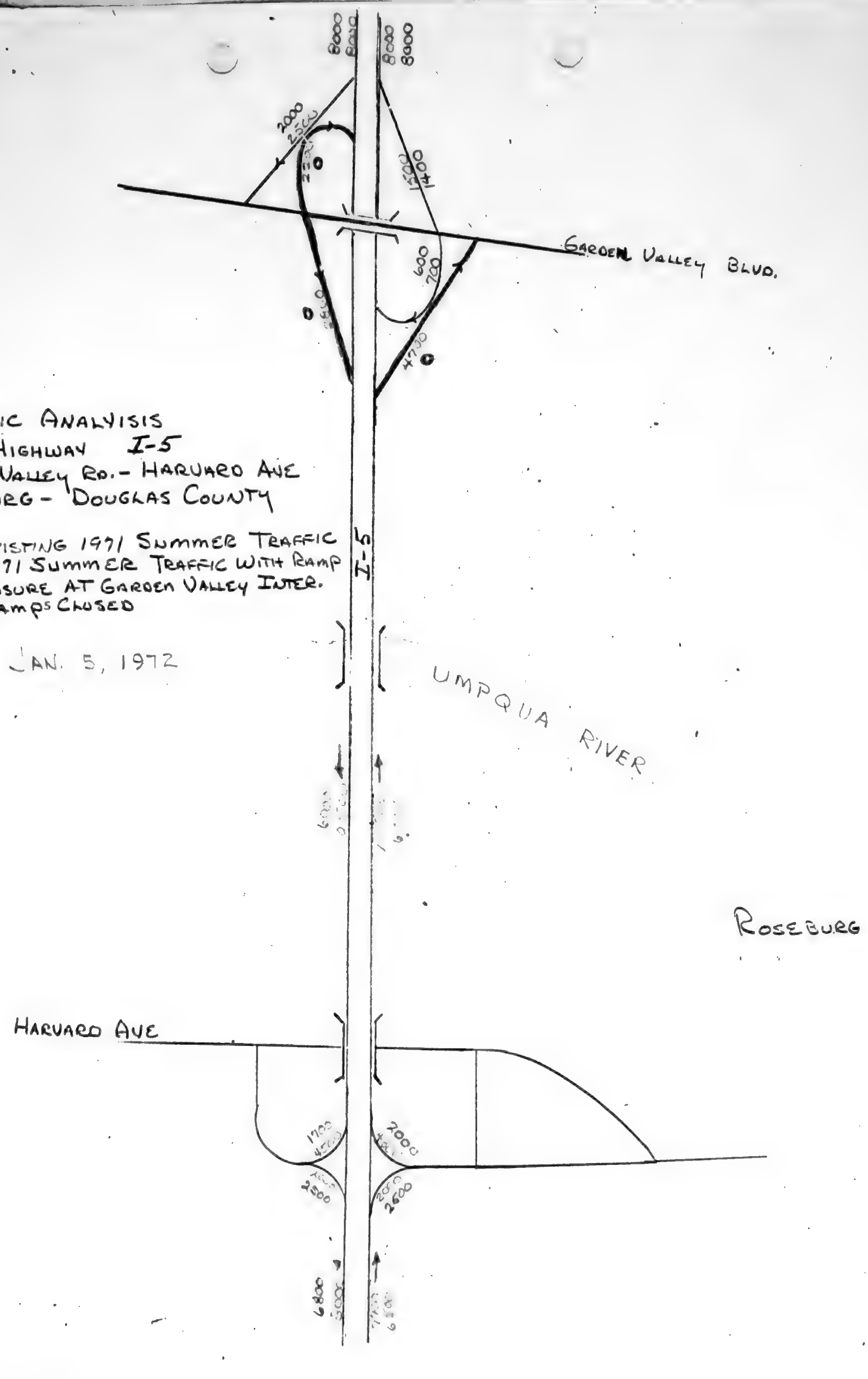
STREET OR AVE.

Indicate North

Rev. 3-70

NOT FILMED ORIGINAL IN FILE

N
VALLEY
VALLEY VIEW DR.
N.W. UTAH
N.W. RANDELL AVE.
ST.
UTAH DR.
N.W. MOORE AVE
CREST CT.
N.W. RANDALL CT.
BLVD.
FAS 800
DR.
N.W. EVANS AVE.
N.W. ELLIOTT ST.
ST.
N.W. LE MANS
N.W. ALMOND AVE.
KLINE
N.W. BEAUMONT AVE.
ST.
N.W. VALE CT.
3,800
N.W. ULRICH CT.
CT. N.W.
AVE.
LESTER ST.
N.W. FLORA AVE.
N.W. RACHEL CT.
KEASEY
ALMIRA ST.
MARTIN AVE.
N.W.
Newton
BARAGER RD.
ST.
ST.
ST.
ST.
N.E. TODD
N.E. JACOBSON
N.E. TAYLOR
N.E. WINTER
AVE.
100
1972 with
Southbound on ramps closed at
FEB 28, 197


8000
8000
8000
8000
2000
2500
2300
0
1500
1400
GARDEN VALLEY BLVD.
600
700
0
2800
4700
0
I-5
UMPQUA RIVER
6800
ROSEBURG
HARVARD AVE
1700
4500
2000
2500
2000
2600
6800
5000
6500

TRAFFIC ANALYISIS
PACIFIC HIGHWAY I-5
GARDEN VALLEY RD. - HARVARD AVE
ROSEBURG - DOUGLAS COUNTY

00 EXISTING 1971 SUMMER TRAFFIC
00 1971 SUMMER TRAFFIC WITH RAMP CLOSURE AT GARDEN VALLEY INTER.
— RAMPS CLOSED

JAN. 5, 1972

NARRATIVE REPORT(Con't)

Some revision of the estimate may be necessary based on the R/W purchase between Harvard Ave and the "D" Line. If the entire quadrant is purchased additional landscape grading will need to be estimated. If the three properties not required are not purchased access will have to be worked out and a manhole and lateral sewers will have to be constructed to serve the remaining properties.

The Bellows Street structure will have to be widened. The Harvard Ave. structure will have to be widened and lenghtened on the southerly end. The Fairgrounds structure should be widened to maintain the 8.4' median width. The South Umpqua River structure and a short taper section northerly thereof will remain sub standard but the cost would appear to be prohibitive when compared to the minor improvement.

Detour

The handling of traffic through this section will be difficult. The widening and lengthing of the Harvard structure will be a complex and time consuming job. This will necessitate maintaining traffic to two lanes for a minimum of 6 to 9 month. Diverting traffic to the northbound lanes first will allow the revision of the structure in the south bound lanes while the grading contractor removes the majority of the material from Nebo. This would require a detour of approximately 3,800 feet. With the excavation to a point where it would not be a hazard to traffic the traffic could be diverted to the southbound lanes upon the completion of the structure revision. This detour could be shortened to a minimum to allow for work on the northbound side of the Harvard Structure. Provisions have been made for Type 2 Barricade ,plastic striping and Detour signing. The problem is further complicated by having boarder to boarder four lane highway. Extreme caution and detailed planning will be necessary to insure protection for the public.

The grading will destroy a portion of the irrigation system at both the Harvard Ave. and the Fairgrounds interchanges. Re-landscaping of the Harvard Interchange will be necessary following the construction and therefore no consideration for the replacement of these systems has been given at this time, assuming that both revisions can be made at that time. The cost of salvaging exceeds the initial cost for the portion that will be lost.

A utilitity estimate has been made and the utilities are located within existing R/W with only a few minor exceptions, and therefore are non-reimbursable. The sanitary sewer system will have to be revised. By constructing one manhole and 313' of 8-inch sewer we will be able to abandon the sanitary sewer located in the interchange area, with the exception of a 6-inch line located in Harvard Ave. proper. The construction of an additional manhole and re-connection of lateral service for the properties betweem Harvard Ave. and the "D" Line is dependant upon the R/W purchase as mentioned above.

The Stevenson Bar, located approximately 4 miles southwesterly of the southerly end of the project is the most logical material source. This is a State owned gravel bar that has not been used since prior to the 1964 flood and therefore should be replentisned sufficiently to handle this project.

Anticipated items for Flagging, Detour Signing, Temporary striping, Slide Removal and Permanent Striping have been included. The slide removal will be used primarially for the removal and cleaning of unconsolidated and decomposed pockets of material located above the cut sections. There are several such pockets located throughout the cut section which have given trouble to maintenance in the past.

The rock mass composing Mount Nebo is extremely subject to weathering. A fallout section has been included in the typical section but due to the heavy amount of fallout I feel that a special section consisting of sub excavation and backfill with a shock absorbant material(such as "pea gravel") would greatly reduce the maintenance required on this section as well as reducing the hazard to the motoring public.

RECEIVED
MAR 2 - 1972
FOR FILING

5 P

OREGON STATE
HIGHWAY DIVISION

8003

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

February 29, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97310

File 44895-Joelson
Garden Valley Road-Fairgrounds
Pacific Highway
Douglas County

Project I-5-3(77)126

Dear Mr. Simpson:

Regarding FHWA Ineligibility Notification 35-72-FIN-11, further support is offered for the settlement at $3,000 over the State's reviewed figure.

The justification in the State's files dated December 22, 1971, seems to be in direct conflict with the review and the memorandum of December 17, 1971, from the District Right of Way Supervisor. Therefore, further clarification was requested from Mr. Riley. His comments dated February 24, 1972, supplemental to the December 17, 1971, memorandum are attached. His letter indicates that the zone will be changed some time in the future and an investor would consider that probability.

It is our further opinion that even if no consideration were given to a possible zone change to commercial the settlement is in a reasonable range of market value.

NOTED
E. B. KLABOE

However, as the December 22, 1971, memo points out, it is reasonable to assume that the subject property would eventually become commercial. As Mr. Riley in his February 24, 1972, supplement also points out, the properties across Harvard Avenue are already commercial. Only one other beside subject is still residential, this being the adjacent property. The owner's appraiser, although he felt as a strictly residential site subject would have a value of $17,000, gave further value to the probability of a change to commercial zoning at some future date and appraised it at $23,800. Mr. Rodman originally appraised subject at $19,400, giving consideration to future commercial zoning.

The greatest deterrent to probable zone change at present appears to be the Roseburg School District's desire to maintain the residential zoning. The local school district is seeking to raise money by a bond issue (as yet unsuccessful) to build another high school on other property it already owns. Although there are no plans to abandon this present site, its use will undoubtedly be modified.

Without consideration of future plans of the Highway Division and based solely upon present circumstances regarding the location on Harvard Avenue and its close proximity to the Freeway Interchange, it is felt the settlement is reasonable and the $3,000 increase over the review is considered justifiable. With the additional information from Mr. Riley it is hoped the FHWA will concur, making subject file fully eligible for participation.

Very truly yours,

for: D. H. Moehring
Right of Way Engineer

attachment

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

ENGINEER

RECEIVED
FEB [illegible]
FOR [illegible]

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 17, 1972

In reply refer to: 10-35.7

8003

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(77)126
Garden Valley Road-Fairgrounds
Clearance of Residential Units
(Refer to Mr. John R. Oakes' letter of February 9)

NOTED
F. R. KLABOE

You are authorized to proceed with the clearance of residential units covering the four files listed on Sale Announcement No. 16 by public auction sale on February 18. If you are unable to sell the improvements, you are authorized to remove the improvements by right of way demolition contract.

File No. 40962 - Bladorn

Review of this file discloses that negotiations were undertaken on April 17, 1967 and on July 3 or 4, 1970 the Bladorns moved out of the property. The determination was made that they were not eligible for replacement housing benefits. Inasmuch as displacement occurred after enactment of the 1968 Act and because this was an "on-going" project Bladorns were eligible to have replacement housing benefits computed. A study should be prepared, retractive to the date of displacement, to determine if Bladorns may have replacement housing benefits due them. The case was settled for an amount over the review appraisal. This would have an effect on the replacement housing additive, if any.

Please have the replacement housing benefit computed and advise us of your findings.

Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe, and sanitary replacement housing which is available for immediate occupancy.

cc:
OSHD (JR Oakes)
OSHD (WH Haskin)
OSHD (JJ Smith)
Mathias (2 cys)

RECEIVED
FEB 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 (REV. 10-69)

I 5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 17, 1972

To: Mr. Frank Hall
Design Engineer
SALEM

SUBJECT: Harvard Ave. Interchange Area
Garden Valley Rd.-Fairgrounds Sec.
Pacific Highway (I-5)
Douglas County

Attention A. D. Olson

Referring to your letter of December 21, 1971, I have discussed the demolition of the county-owned buildings with Mr. George Grubb, Douglas County Engineer. Douglas County will handle the demolition of these buildings. They need not be included in the State Highway contract.

The county is presently leasing these buildings. Has a contract date been set for this project? If so, please advise.

– latest schedule shows 3rd quarter '73 ADO. –

J H Versteeg
JAMES H. VERSTEEG
Region Engineer

JHV/cw
cc George Grubb

1 Hall ~~H~~
2 A. Olson ADO.
3 Turpin T
Scott
4 ...son [illegible]
VF

RECEIVED
JAN 18 1972
DESIGN SECTION

Requires Reply ☑
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

Swede – these are the buildings they wanted added to the contract.
ADO.

Copy in job file
Swede

NOTED
L. K. WATSON

SP*52475-734

RECEIVED
JAN 17
FOR F
8002

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 13, 1972

In reply refer to: 10-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(77)
Garden Valley Rd.-Fairgrounds Int. Section
Clearance of Residential Units
(Refer to Mr. Oakes' letter of January 7)

NOTED
F. B. KLABOE

You are authorized to proceed with the clearance of residential units covering Files 44201, 44898, 44901 and 44905 by public auction sale on January 17, 1972. If you are unable to sell the improvements, you are authorized to remove the improvements by right of way demolition contract.

Review of the State's records on Files 44201, 44901 and 44905 indicate the following:

> File 44201: No record of relocatee being given a new offer-benefit letter and/or claim form covering eligibility for closing costs. Negotiation records indicate relocatee was provided a new moving schedule claim form.
>
> File 44901: No record of relocatee being given a new offer-benefit letter and/or claim form covering eligibility for closing costs.
>
> File 44905: No record of relocatee being given a new offer-benefit letter and/or claim forms covering eligibility for increased downpayment benefit, increased rent benefit, and increased moving benefits. No 90-day notice in file.

The matter has been discussed with Relocation Supervisor J. J. Smith and we understand new offer-benefit letters are being provided the relocatees on Files 44201 and 44901. Moving claims and increased replacement housing benefit claims are being submitted by the Roseburg office on Files 44201 and 44905. Please confirm the actions taken by letter.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The question of providing new offer-benefit letters and/or new claim forms to relocatees eligible for increased benefits under Public Law 91-646 was discussed with Administrative Right of Way Agent K. Chatwood and it was agreed the State will determine if the Roseburg office has advised all relocatees eligible for increased benefits by giving them new offer-benefit letters and/or new claim forms for all benefits. This would include closing costs and interest differential when applicable. The files should be appropriately documented. Your comments are requested as to the actions taken.

Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe, and sanitary replacement housing which is available for immediate occupancy.

cc:
OSHD (J R Oakes)
OSHD (W H Haskin)
OSHD (J J Smith)
OSHD (K Chatwood)
Mathias
Maason

RECEIVED
JAN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8cc3 L

[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 11, 1972

SUBJECT: Waste Area Inquiry
Garden Valley-Fairgrounds Sec.
Pacific Highway
Douglas County

To: MEMO TO THE FILE

Received a call 1-7-72 from a Mr. Bob Stiner, Roseburg Memorial Gardens, 672-2687, concerning his having a possible waste area available for disposal of excess excavation material on the subject project.

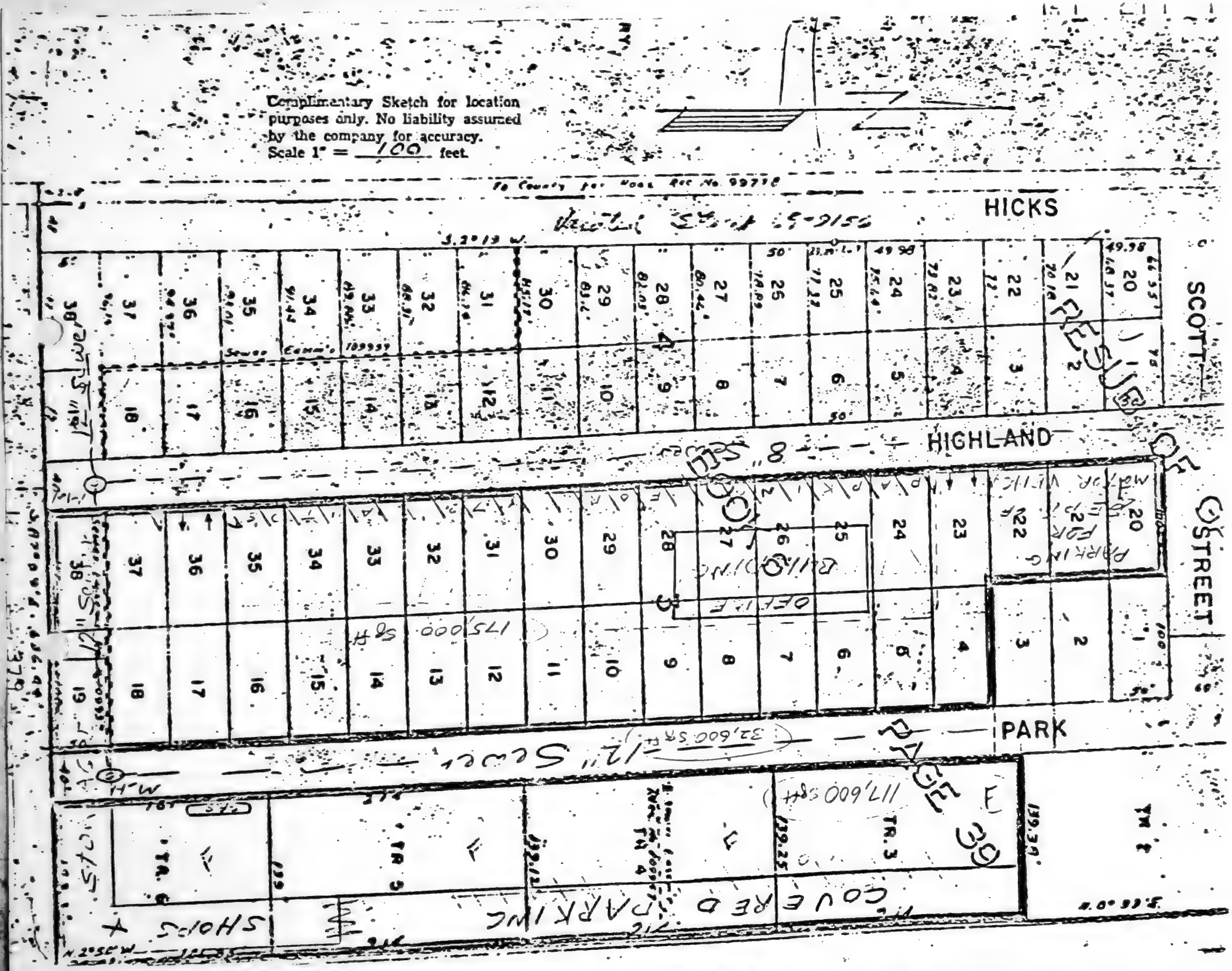
I advised Mr. Stiner that location and use of disposal sites would no doubt be the responsibility of the contractor when the job was let, but that I would place a memo in the project file for information when the project was closer to letting.

Roseburg Memorial Gardens is located at 1056 N.W. Hicks St. Mr. Stiner did not identify the waste area proposed but did say that his proposed site was on the north or east side of the South Umpqua, which could possibly make his site of little value to our contractor.

JOHN W. SHELDRAKE
Region Construction Engineer

JWS/cw
cc A. W. Bates

[illegible]



Complimentary Sketch for location purposes only. No liability assumed by the company for accuracy. Scale 1" = 100 feet.

HICKS
HIGHLAND
PARK
SCOTT
STREET
RESUB OF
8" Sewer
12" Sewer
12" Sewer
BUILDING
OFFICE
PARKING FOR MOTOR VEHICLES
175,000 sq ft
32,600 sq ft
117,600 sq ft
COVERED PARKING
SHOPS +
STORAGE
PAGE 39
TR. 3
TR. 4
TR. 5
TR. 6
TR. 1
M.H.
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100
139.37
139.25
139.12
139
379

December 21, 1971
Salem, Oregon

C. T. Keasey
Region Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Harvard Ave. Interchange Area
Garden Valley Rd.-Fairgrounds Sec.
Pacific Highway (I-5)
Douglas County

Reference is made to correspondence from Douglas County in regard to demolition of some County owned buildings along with our proposed contract.

There may be some problems in getting this set up in the contract so that these non-participating costs can be split out and there is always the possibility of unrealistic bids for items such as this, along with a big contract; however, we will pass the information along to the Specification people and review the matter again prior to finalization of plans.

If the County people change their minds, please advise.

Frank L. Hall
Design Engineer
By:

A D Olson
A. D. Olson
Preliminary Design Engineer

ADO:jh
cc: C. G. Swenson

1 #

RECEIVED
DEC 21 1971
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Read & Keep ☐
Do not File ☐
Return To ____________
Bring Up ____/____/____
Other ____________

FORM E-30 (REV. 10-69)

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 2, 1971

SUBJECT: Garden Valley Rd. Interchange
Fairgrounds Interchange Sec.
Pacific Highway-I-5
Douglas County

To: Frank Hall
Design Engineer
SALEM

Attached is a letter and sketch map from John Loosley, Roseburg Paving, indicating a possible disposal site for excess excavation from the Mt. Nebo cut.

I have advised Mr. Loosley that the excess material would probably be made the property of the contractor for disposition. He requested, however, that you be advised of this location in case a disposal site is to be specified.

He is interested in using this material as a source for crushing for private road, driveway and parking lot construction.

It is still my recommendation that the material be made the property of the contractor for disposition not unsatisfactory to the Highway Division.

C. T. Keasey
C. T. KEASEY
Region Engineer

REF[illegible] TO
Swenson
Design [illegible]
Please discuss.
CTK/cw
Attach.
H
Discussed
12/8/71
H

1 Hall H
A. Olson
2 [illegible] T
[illegible]
3 [illegible]
R

RECEIVED
DEC 3 - 1971
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up____/____/____
Other________

NOTED
L. K. WATSON

SP*52475-734

MAIL ADDRESS:
P. O. BOX 1427

TELEPHONE: PLANT 672-6524
RESIDENCE 673-8493

ROSEBURG PAVING CO.
OFFICE: DEL RIO ROAD
ROSEBURG, OREGON
97470

November 29, 1971

Oregon State Highway Dept.
P.O. Box 1128
Roseburg, Oregon

Attn: Carol Keasey

Gentlemen:

Regarding our past discussion of a waste area for the material from the Mr. Nebo project, enclosed is a map showing, outlined in red, a parcel of land that we own which could be available. The sight is close, is accessible over public streets from the Fairgrounds interchange and is large enough to hold the material not needed in other locations and as a part of the project.

If the Highway Department is interested in this sight as a waste area, I would be pleased to discuss the same with your officials.

Very truly yours,

ROSEBURG PAVING COMPANY

John Loosley

encl
JL/b

FORM E-30 (REV. 10-69)

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 20, 1971

SUBJECT:

To: John Oakes

File No: 44886-School Dist. #4
Section: Garden Valley-Fairgrds. Rd.
Highway: Pacific
County: Douglas

I am sending you the proposed parking for the school. This was developed for the school by our local traffic engineer, Mr. Clark.

I think Frank Hall should have this as the point and size of the road approach is important for the school bus traffic.

The school plans to use this one access primarily for ingress and the Bellows Street for egress, but the turning radius was designed after studying actual large school bus's turning radius.

The State is not expected to do anything about the parking problem. This will be done by the school. Our only involvement was to provide a plan for the school to follow.

This is my only copy of this drawing and we may want a print for our files.

Olson

J. M. Morgan
Right of Way Agent

JMM:slw

1 Hall H
2 A. Olson
3 Terpin T
Scott
R. Olson

RECEIVED
OCT 21 1971
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED 10-21-71
TO F. Hall
FOR Your information

PLEASE REPLY BY
JOHN R. OAKES

NOTED
L. K. WATSON

SP*52475-734

RECEIVED
OCT 5 1971
FOR FILING

8003

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 27, 1971

In reply refer to: 08-35.7

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(77)126
Garden Valley Road - Fairgrounds
Appraisal - File No. 44194, Aten & Phillips (Hills Cafe)
(Mr. D. H. Moehring's September 17 letter)

[illegible]

It is recognized that the intermingling of ownership interests between this file and Files 44913 and 44915 creates a complex appraisal problem. The total reviewed value of the three takings is $277,500. Of this figure, $36,100 represents the value assigned to subject file and the amount in question is the approximate $10,000 difference in the values of Messrs. Rodman and Vandagrift.

We understand a settlement of the three files on more or less a package basis is probable. Considering that the amount in question is a very minor portion of the total we agree that it may be inopportune at this time to have a third appraisal of just one of the properties.

In the event a settlement is not reached on the basis of the current appraisals you have our approval to secure third appraisals on all three properties.

The $36,100 now in an ineligible status will remain so. If the cases are settled without the need for third appraisals the amount withheld will be reinstated. If third appraisals are required, a determination regarding the $36,100 will be made when we have had the opportunity to examine the appraisals.

cc:
OSHD (D H Moehring)
OSHD (M M Mead)
OSHD (M R Mitchell)

RECEIVED
SEP 2[illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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SEP 21 1971

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 17, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97310

File 44914-Aten and Phillips
Garden Valley Road-Fairgrounds
Pacific Highway
Douglas County

Project I 5-3(77)126

F.B. KLABCE

Dear Mr. Simpson:

Receipt of Mr. L. R. Backlund's September 9, 1971, Ineligibility Notification 35-71-FIN-58 is hereby acknowledged. We concur that considered individually, it might be advisable to secure a third appraisal as requested.

However, because of the inter-relationship of ownership and lease interests in companion Files 44913 and 44915, and because our District Office advises that a negotiated settlement of all three files appears probable, a third appraisal of one of the three properties at this time would be most inopportune.

Value differences between the appraisers on subject file amount to an approximate $10,000. This difference results primarily from one appraiser's failure to recognize the utility of the existing improvements. A similar difference, for the same general reasons, exists with File 44913.

Total reviewed value of the three files is $277,500. Recognizing the interrelationship of the motel, restaurant and service station on these properties, it would be difficult to refute value in the improvements.

In view of these facts, we would suggest that no material purpose could be served in securing an additional appraisal on the one property at this time, and that subject file should be considered fully eligible for participation.

We would further request, however, that in the event

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STATE HIGHWAY ENGINEER

a negotiated settlement cannot be reached based upon the current appraisal background, we would have your concurrence to secure third appraisals not only for subject File 44914 but also for its companion Files 44913 and 44915.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

DHM-MMM:MH

cc: Tom Edwards
F. B. Klaboe ✓
L. H. Young
V. E. Skoog
M. R. Mitchell

FORM [illegible] 1240
(Rev. 6-68)

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AUG 25 1971
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FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-5-3(77)126
STATE PROJECT NO.
GARDEN VALLEY ROAD -
FAIRGROUND ROAD SECTION

COUNTY NAME: DOUGLAS

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: 1-485

PROGRAM STAGE (Check): ☐ 1 ☒ 2

TO: 8003

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young 8-25-71

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: AUGUST 10, 1971

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE #5

STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE #1

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF PROPERTIES AS SHOWN ON SKETCH MAPS SUBMITTED WITH MR. YOUNG'S JUNE 21, 1971 LETTER TO REPLACE SCHOOL DISTRICT #4'S PARKING LOT (FILE #44886). FEDERAL PARTICIPATION IS LIMITED TO REPLACEMENT IN KIND WITH COSTS OF ANY BETTERMENT BORNE BY OTHER FUNDS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) RELOCATION PAYMENTS.
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THIS AUTHORIZATION IS SUBJECT TO THE SCHOOL DISTRICT TURNING OVER THE LAND NEEDED FOR RIGHT OF WAY IN FILE NUMBER 44886 AT NO COST TO THE STATE AND TO THE ACCESS CONTROL LINE BEING EXTENDED FROM THE END OF THE RAMP ACROSS CHATHAM DRIVE AT NO ADDITIONAL RIGHT OF WAY COSTS.

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

NOTED
[illegible] EDWARDS

DATE: 8-20-71

SIGNATURE OF APPROVING OFFICIAL:

TITLE: DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

1

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 9, 1971

SUBJECT: Right-of-Way Revision
Garden Valley-Fairgrounds Section
Pacific HWY
Douglas County

To: Frank Hall
Design Engineer
Salem

45199

Herewith is a request from Al Bates, that right-of-way required of file 54199, HHoward C. & Ella M. Haas, be modified as shown on the attached plan. This will saiisfy the owner and will not affect our construction. I recommend the right-of-way be revised accordingly.

C. Anderson
for Wendell E. Schwartz
Regional Maintenance Engineer

WES:kg

cc: Al Bates

APPROVED
Scott Hall
Design Engr.
Please show me

1 H

2

FORM E-30 90M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Aug. 6, 1971

To: C. T. Keasey
Region Engineer
Roseburg, Oregon

SUBJECT: File 45199
Howard C. & Ella M. Haas
RR 6-4-71 9B-6-16

Attn: Wendel E. Schwartz
Region Const. Eng'r.

Mr. Howard C. Haas has made a request that we revise our proposed R/W to that he can walk between the R/W and his retaining wall.

I have made a sketch showing that it is possible to revise the R/W and make Mr. Haas happy.

Alfred W. Bates
Alfred W. Bates
Resident Engineer

cc: Joe Morgan

Attachment

5 H

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AUG 4 - 1971

R FILING

8003

August 3, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

4250

Dear Mr. Simpson:

Re: Project No. I-5-3(77)126, Garden Valley Road-Fairgrounds Road Section (File 44886 - School District No. 4; Your Reference: 08-35.7

The following additional information concerning the replacement property to be acquired for School District No. 4 on this project was requested in your letter of July 2.

1. Enclosed is a copy of a letter dated July 16, 1971, from the Superintendent of the Roseburg Public Schools which provides the information requested on this item.
2. Enclosed is an aerial mosaic that outlines the entire school property, the area being acquired by the State for right-of-way, and the proposed replacement area.
3. The property being acquired for right-of-way from the school district has a parking lot which has been developed in a certain manner, and the cost of developing the replacement lot in a like manner should be properly borne by the highway project.
4. The proposed parking area which necessitates a cul-de-sac of Chatham Drive will increase the construction cost of the highway project by the amount of the cul-de-sac, which is approximately $1,500.
5. The closing of Chatham Drive will improve the basic design of the on-ramp to Interstate 5 in that it will remove an access that is adjacent to the ramp which could have caused wrong moves into Chatham instead of the ramp.

We trust the additional information provided will be satisfactory and will now allow authorization to be given as requested in our letter of June 21, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
F. L. Hall
D. H. Moehring
C. T. Keasey

CL:ia srb

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
July 20, 1971

SUBJECT: File 44886
School District No. 4
Garden Valley Road -
Fairgrounds Section
Pacific Highway
Douglas County
I-5-3[77]126

To: Mr. L. H. Young
Program & Planning Engineer

PROGRAM & PLANNING

By a letter dated July 2, 1971, the Federal Highway Administration asked for additional information prior to their authorization to acquire replacement property for the Roseburg School District.

In their point no. 1, they ask for a definitive statement from the school as to school standard requirements for parking. Attached is a copy of a letter which Mr. Riley, District Supervisor at Roseburg, received from the School Superintendent of the Roseburg Public Schools. This letter should provide the information requested by the Federal Highway Administration in point no. 1 of their July 2 letter.

In point no. 3, the Federal Highway Administration asked if the school was to assume the cost of developing the new parking lot. In my opinion, this is a cost which should properly be borne by the highway project, as the school should have its property replaced in kind. At the present time, it has a parking lot which has been developed in a certain manner, and the replacement lot should be developed in a like manner.

All other points of the Federal Highway Administration letter can be handled by Adrian Olson.

D H Moehring
D. H. Moehring
Right of Way Engineer

NOTED
R. D. ASBURRY

DHM:JP
Attachment

RECEIVED
JUL 22 1971
PROGRAM & PLANNING
DIVISION

Oakes

Roseburg Public Schoo

ROBERT E. McKEE, Superintendent of Schools
LOUIS F. ROCHON, Asst. Supt. - Curriculum
ROBERT B. KEADY, Asst. Supt. - Special Services
WENDELL B. SMITH, Business Manager
STANLEY G. HOLMES, Clerk

DISTRICT NO. 4, DOUGLAS COUNTY
ADM. OFFICE: 1058 W. HARVARD BLVD.
PHONE (503) 672-2696
WAREHOUSE: VALLEY VIEW DRIVE
ROSEBURG, OREGON 97470

RECEIVED
JUL 16 1971
ROSEBURG R/W

RECEIVED
JUL 19 1971
RIGHT OF WAY

MR. LEONARD W. RILEY
RIGHT OF WAY SUPERVISOR
OREGON STATE HIGHWAY DIVISION
REGION 3
P. O. BOX 1128
ROSEBURG, OREGON 97470

FILE NO. 44886-SCHOOL DISTRICT #4
SECTION: GARDEN VALLEY ROAD - FAIRGROUNDS ROAD
HIGHWAY: PACIFIC
COUNTY: DOUGLAS

DEAR MR. RILEY:

AS YOU KNOW, WE ARE DEEPLY CONCERNED ABOUT THE LOSS OF THE PARKING LOT NEAR OUR SENIOR HIGH SCHOOL DUE TO RECONSTRUCTION OF INTERSTATE 5 IN THAT AREA. THIS LOT HAS A CAPACITY OF OVER ONE HUNDRED SPACES AND WE THINK IT IMPERATIVE THAT EQUAL SPACE BE PROVIDED ADJACENT TO THE SCHOOL.

AT THE PRESENT TIME THE HIGH SCHOOL SITE CONTAINS SLIGHTLY LESS THAN TWENTY ACRES WHICH, BY STANDARDS OF THE OREGON BOARD OF EDUCATION, IS CLASSED AS SUBSTANDARD. ACCORDING TO THESE REGULATIONS, THE BASIC HIGH SCHOOL SITE MUST CONTAIN TEN ACRES, WITH AN ADDITIONAL ACRE FOR EACH ONE HUNDRED STUDENTS. BY THIS FORMULA WE SHOULD HAVE AT LEAST TWENTY-SIX ACRES AT THE SITE.

THERE IS NOW ONLY ONE SENIOR HIGH SCHOOL IN OUR DISTRICT AND IT NATURALLY BECOMES THE CENTER FOR ACTIVITIES OF ALL KINDS FOR THE ENTIRE COMMUNITY. PARKING HAS BEEN A PROBLEM FOR ATHLETIC CONTESTS, BAND CONCERTS, VOCAL MUSIC PRESENTATIONS, AND ALL OTHER SOCIAL AND EDUCATIONAL ACTIVITIES. ANY FURTHER EROSION OF OUR PARKING FACILITIES WILL ONLY COMPOUND THE PROBLEMS WE ALREADY HAVE.

UNDER SECTION 3.800 OF THE CITY OF ROSEBURG ORDINANCE COVERING PARKING REQUIREMENTS, THE FOLLOWING REQUIREMENT IS LISTED FOR HIGH SCHOOLS: "ONE SPACE PER CLASSROOM PLUS ONE (1) SPACE PER ADMINISTRATIVE EMPLOYEE PLUS ONE (1) SPACE FOR EACH SIX (6) STUDENTS OR ONE (1) SPACE PER FOUR (4) SEATS OR EIGHT (8) FEET OF BENCH LENGTH IN THE MAIN AUDITORIUM, WHICHEVER IS GREATER, PROVIDED THAT IF THE REQUIREMENTS FOR THE AUDITORIUM EXCEED THE SPACES OTHERWISE REQUIRED, THE EXCESS MAY BE PROVIDED IN AREAS HAVING OTHER USES DURING REGULAR SCHOOL HOURS." UNDER THIS ORDINANCE WE ARE ALREADY DEFICIENT IN PARKING SPACE AT THIS SCHOOL. THE OPTION THE ORDINANCE ALLOWS OF MAKING UP THE DEFICIENCIES BY PARKING IN AREAS HAVING OTHER USES DURING REGULAR SCHOOL HOURS IS NOT AVAILABLE TO US SINCE THESE OTHER AREAS ARE IN TURF AND COULD NOT BE USED FOR PARKING DURING THE FALL OR WINTER SEASONS.

WHILE WE HAVE DESCRIBED ONLY THE PROBLEMS DUE TO LOSS OF PROPERTY WE NOW OWN, THERE IS A RELATED SITUATION WHICH MUST BE CONSIDERED. WHEN THE

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INTERCHANGE IS RECONSTRUCTED THERE WILL BE A SUBSTANTIAL LOSS OF PARKING ON PUBLIC STREETS, SERVICE STATION LOTS AND OTHER AREAS THAT HAVE BEEN AVAILABLE TO OUR PATRONS IN THE PAST. WE HAVE NOT ATTEMPTED TO MAKE A COUNT OF THESE SPACES THAT WILL BE LOST, BUT THERE WILL BE A SUBSTANTIAL NUMBER.

AT THE PRESENT TIME, THE COMMUNITY HOSPITAL PARKING LOT WHICH IS ADJACENT TO THE HIGH SCHOOL SITE, IS USED FOR PARKING WHEN LARGE CROWDS GATHER AT THE SCHOOL. THIS, AT TIMES LEAVES ALMOST NO PARKING FOR HOSPITAL VISITORS. THE HOSPITAL HAS BEEN MOST GENEROUS IN ALLOWING THIS USE OF THEIR FACILITIES, BUT WE FEEL SURE THEY WILL HAVE TO MAKE SOME REGULATIONS IF MORE PEOPLE ARE DIRECTED TO THEIR SITE.

FROM THE ABOVE WE BELIEVE YOU WILL RECOGNIZE THE FACT THAT WE HAVE AN ACUTE PROBLEM WHICH MUST BE RESOLVED IN PLANNING THE INTERCHANGE CONSTRUCTION.

SINCERELY YOURS,

Robert E. McKee
EWS.

ROBERT E. MCKEE
SUPERINTENDENT

REM/J

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 2, 1971

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(77)126
Garden Valley Road - Fairgrounds Road Section
File 44886, School District No. 4

Mr. Young's letter of June 21 requests authorization to acquire replacement properties for School District No. 4's parking lot estimated to cost approximately $88,000.00. The value of the property being acquired from the school district was estimated by the review appraiser at $8,425.00. Before we can authorize acquisition the following information is required:

(1) A definitive statement from the school district as to school standard requirements for parking for their particular school and whether or not the acquisition of File 44886 will make parking substandard under state requirements. The school should feel free to include any other information as to the effect of the taking in making the school substandard for basic school money, etc. This statement should be in writing from the school district or the Board of Education.

(2) Submit an aerial mosaic right of way plan outlining the entire school property, the State's acquisition, and the proposed replacement area.

(3) Is the school to assume the cost of developing the new parking lot?

(4) Will the proposed parking area which necessitates a cul-de-sac of Chatham Drive increase or decrease the construction cost of the highway project?

(5) Will the closing of Chatham Drive improve the basic design of the onramp to Interstate 5?

NOTED
R. D. ASBURRY

It is extremely important that we have the comments of the school district or Board of Education as to the effect of the acquisition on school standards. The letter of May 10, 1971 from the school

(more)

Ekw
7/13

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

district's attorney does not fulfill this requirement.

cc:
Asst Right of Way Engr, John Oaks
O.H. Young, Program and Planning Engr
C.J. Mathias (2 cys)

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PROGRAM & PLANNING
DIVISION

FORM E-30

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
July 20, 1971

SUBJECT: 45199-Haas
Garden Valley Road-Fairgrounds Section
Pacific Highway
Douglas County

To: Mr. Frank L. Hall
Design Engineer

BUILDING

J. M. Morgan, the Agent negotiating this file, is having difficulty as the grantor becomes so upset when the right-of-way line is discussed that he becomes ill. It seems that at about Station 2610, where the deepest point of the triangular taking crosses the south line of the grantor's property, there is a gate in the retaining wall. This gate services a laurel hedge between the grantor's existing west property line and the retaining wall. The gate will not be useable if we continue with this right-of-way line.

Mr. Morgan has discussed this with Mr. Keasey and they believe that the taking could be reduced by two feet at this point without hurting the design of the highway. The two-foot reduction would allow the grantor to maintain his existing standard of maintenance on his hedge and might make it easier for us to deal with him.

Please advise if this revision is possible.

D. H. Moehring
Right of Way Engineer

DHM-JRO:lf

cc C. T. Keasey
L. W. Riley

7-21-70
Oakes notified that X-sec. are in Regional office and Keasey and Morgan can make own determination if R/W can be reduced. T.

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OREGON STATE
HIGHWAY DIVISION

[illegible]-3

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
TOM EDWARDS

July 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

File 43494 - Smalle
Garden Valley Rd.-Fairground Section
Pacific Highway
Douglas County
Project I-5-3(77)126

Dear Sir:

Upon receipt of your letter of July 6, 1971, we requested more information from Mr. Riley in regard to the relocation of Mr. and Mrs. Cox.

Mr. Riley has furnished the requested information, copies of which are attached.

Very truly yours,

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

Attachments

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young /w/ attachments
V. E. Skoog
M. R. Mitchell /w/ attachments

RECEIVED
JUL 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 12 1971
FOR FILING

8005

Form [illegible] (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 6, 1971

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(77)126
Garden Valley - Fairgrounds Section

Our letter of April 27, 1971, which authorized clearance of the residential unit under File 43494 requested information as to a contract purchaser named Cox who was in occupancy and who was eligible for a $275 moving payment which was never claimed. The Coxes apparently moved sometime prior to November 15, 1969. A subsequent tenant named Gold may also be eligible for a moving payment. We were unable to find any indication in the files that these relocatees were advised of their eligibility.

Please have your relocation personnel review this case and determine that the Coxes are aware of their eligibility and also determine whether or not the Golds are eligible for a moving payment. Your comments are requested.

cc:
OSHD (D H Moehring)
OSHD (J J Smith)
Mathias (2 cys)

7-9-71

[illegible] TO
Young

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8003 Garden Valley Rd.-Fairgrounds 1974
Int. Sec. of Pacific Hwy.
(Grad., pav., struct., sign. & ill.) #1

S. Umpqua River (Hospital) Br. 7404A
Bellows St. O'Xing Br. 7668A
Bellows St. On Ramp 7668B
Highway Access O'Xing of Bellows St., Br. 7668B
Harvard Ave. O'Xing Br. 7669A
Portland St. O'Xing Br. 7670A

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8003

NOTED
R. L. PORTER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 1, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street NE
Salem, Oregon 97301

File 44728
Garden Valley Road -
Fairgrounds Section
Pacific Highway
Douglas County

Dear Mr. Simpson:

Mr. and Mrs. John R. Gardner, by the date of May 14, 1971, submitted to your office a request for appeal for a replacement housing additive. This matter had previously been investigated by Mr. Quesnel of your office and reported to you on April 30, 1971, by him.

Following your transmittal of the request for appeal, as well as other correspondence including Mrs. Gardner's hospital report and statement from her doctor, a formal appeal before the Appeals Board was scheduled and held on Wednesday, May 26, 1971, at 9:30 a.m. in my office. A copy of the hearing is attached.

The findings of the Appeals Board were that the Gardners do not have an additive coming and that the previous decision to that effect will stand. Would you please so advise Mrs. Gardner in your reply to her.

Very truly yours,

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

DHM:JP
Attachment
cc R. L. Porter ✓
Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
Leonard I. Lindas
J. J. Smith
M. R. Mitchell

Salem, Oregon
May 14, 1971

C. T. Kessey
Region Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Access
Garden Valley Rd.-Fairgrounds Int.
Pacific Highway
Douglas County

Enclosed find prints of proposed plans to provide access to one of the residents of W. Catham Drive which you requested by telephone yesterday.

The first involves construction of a retaining wall at a cost of approximately $4,000 to provide an area where he could back out of his driveway. The other requires extension of the 2:1 slope under the structure back along the side of the fill to accomplish the same thing.

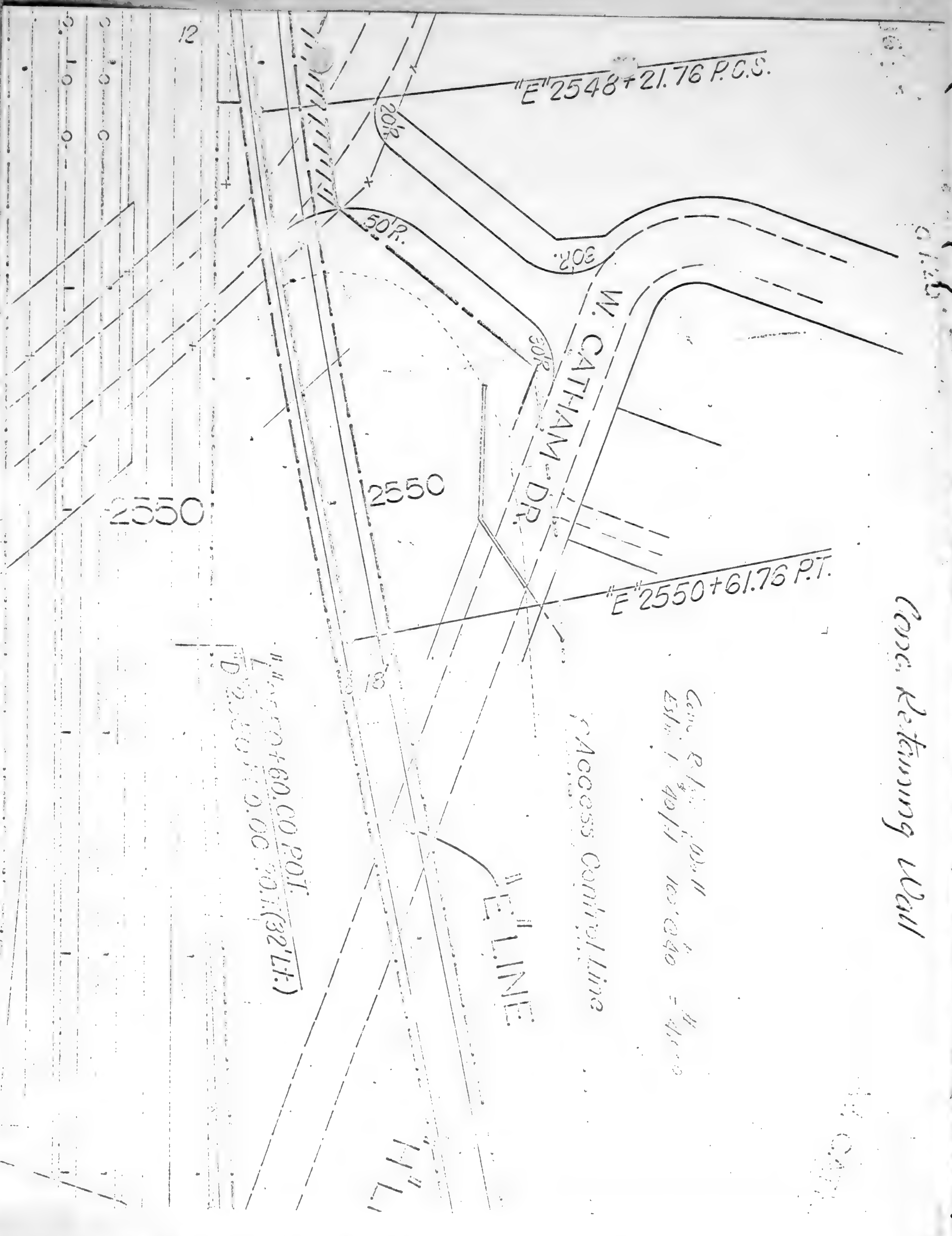
When your negotiations with the property owners are complete, will you please notify this office of the proposal that was adopted.

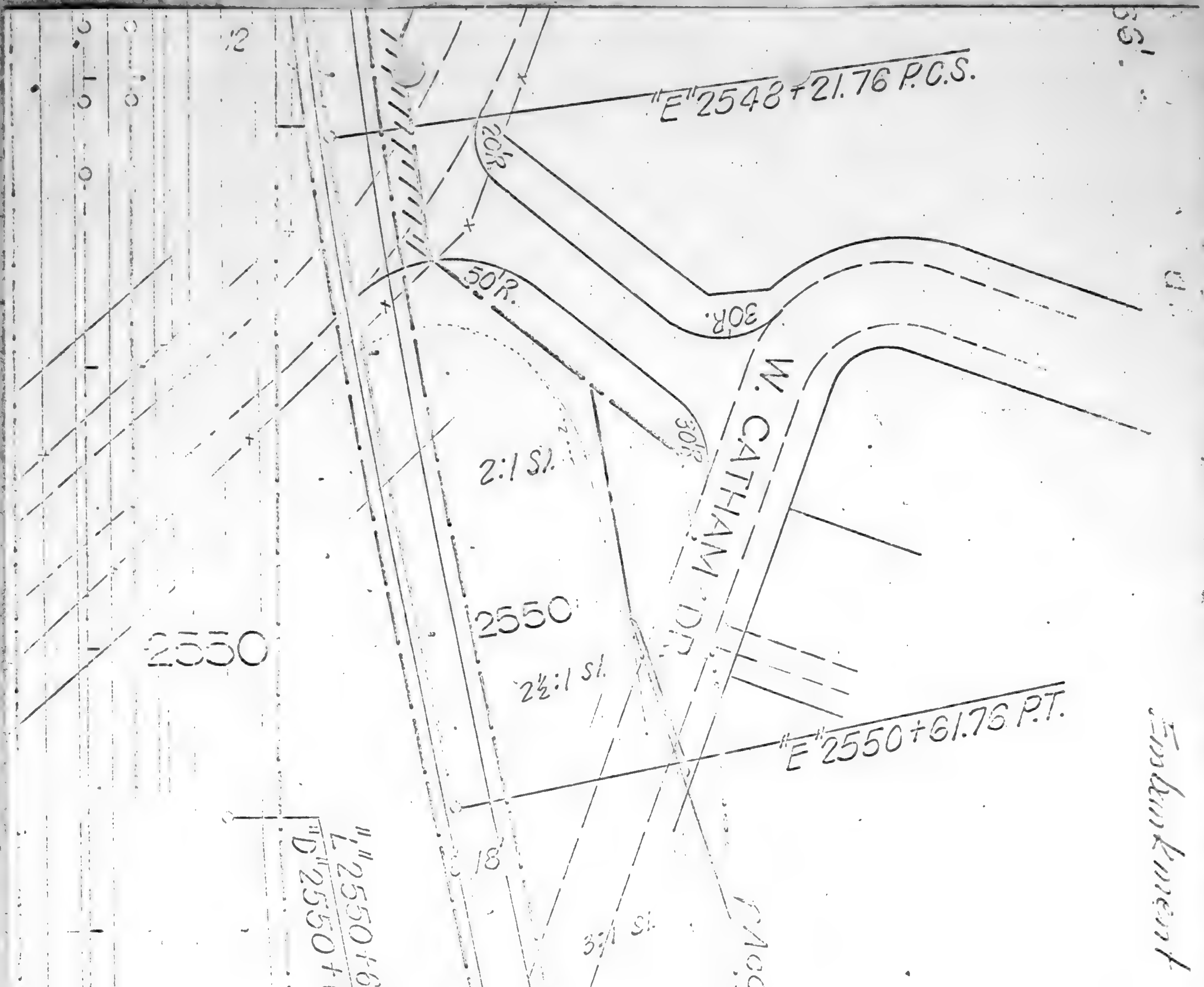
Frank L. Hall
Design Engineer
By:

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

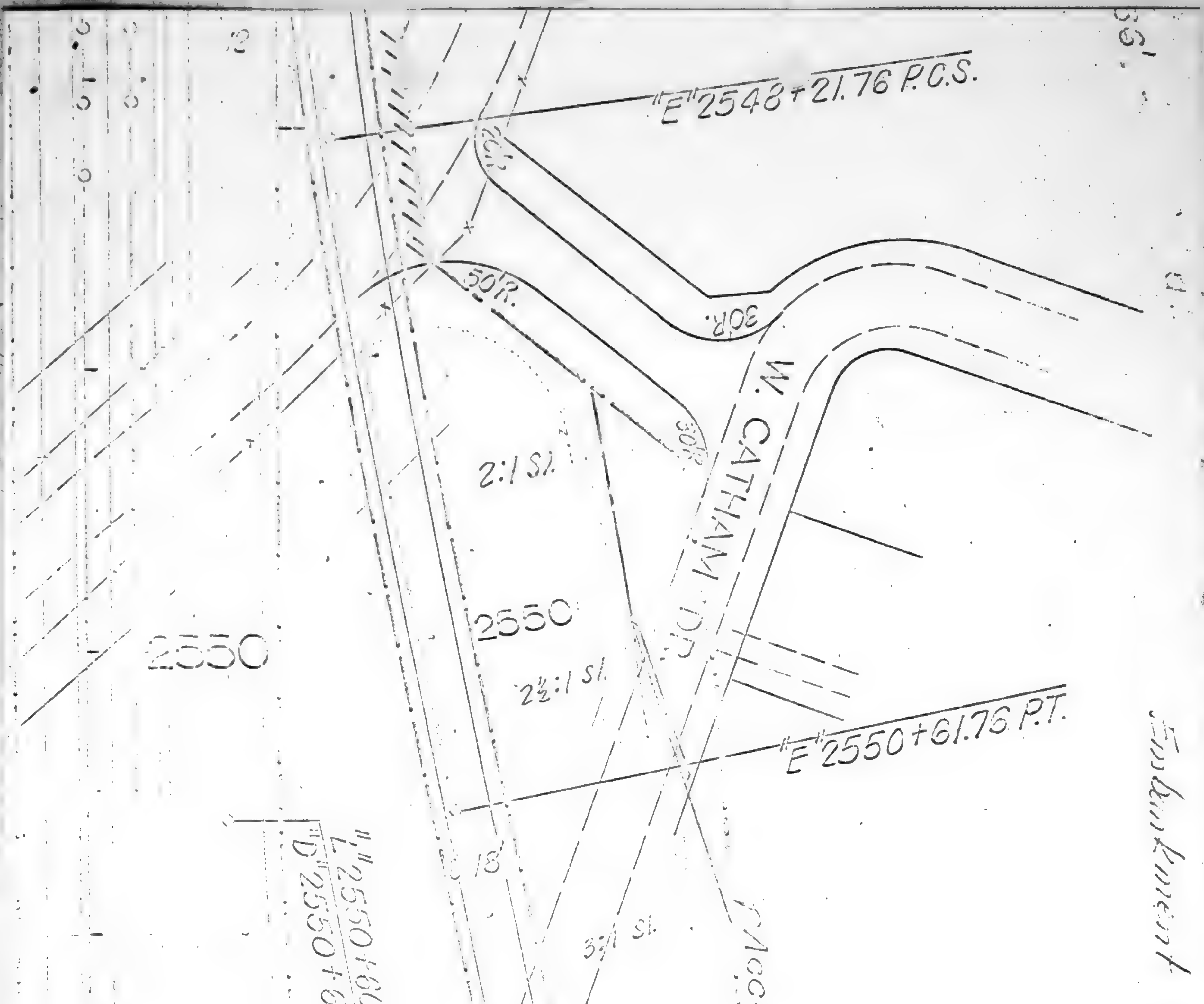
Frank E. Terpin
Final Design Engineer

FET:jf
cc: J. R. Oakes

"E"2548+21.76 P.C.S.
20'R.
50'R.
30'R.
30'R.
W. CATHAM DR.
2550
2550
"E"2550+61.76 P.T.
13
"H"70+60.00 P.O.T.
"D"2550+70.00 (32' Lt.)
"E" LINE
"H" L
Access Control Line
Conc. Retaining Wall
12


"E"2548+21.76 P.C.S.
20'R.
50'R.
30'R.
30'R.
W. CATHAM DR.
2:1 Sl.
2550
2550
2½:1 Sl.
"E"2550+61.76 P.T.
"L"2550+60.00 P.O.T.
"D"2550+60.00 P.O.T.(32'Lt.)
18
3:1 Sl.
Access Control Line
"E" LINE
"L"
12
55'

Embankment Slope Extension



12
36'
"E"2548+21.76 P.C.S.
30R.
50R.
30R.
30R.
W. CATHAM DR.
2:1 Sl.
2550
2550
2½:1 Sl.
"E"2550+61.76 P.T.
18
3:1 Sl.
"L"2550+60.00 P.O.T.
"D"2550+60.00 P.O.T.(32'Lt.)
"E" LINE
Access Control line
"H" L
Embankment Slope Extension
W. C

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MAY 1971
FOR FILING

Mr. Porter

OREGON STATE
HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

8003

4116

May 12, 1971

Mr. and Mrs. R. F. Johnson
1564 S. W. Kendall Street
Roseburg, Oregon 97470

Dear Mr. and Mrs. Johnson:

This is in reply to your letter of April 19 concerning the properties along S. W. Kendall Street and their relation to right-of-way needs for the proposed reconstruction of Interstate 5.

The proposed revision is to upgrade the stretch of highway adjacent to these properties to interstate standards. However, it appears that with a slight slope revision we will be able to construct the plan and reduce or, in most cases, eliminate the right-of-way takings. Mr. John Quiner of our Regional office will contact you for a meeting to go over the proposal so there will be no misunderstanding.

Thank you for bringing this matter to my attention.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

RECEIVED
MAY 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Rod
Will you give me an answer
GJ

19 April 1971

RECEIVED
APR 20 1971
OFFICE OF
Glenn L. Jackson

Mr. Glen Jackson
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Jackson,

We the undersigned are property owners on S.W. Kendall Street in Douglas County. We would like to call to your attention to the recent survey made of our property in which an additional 25 feet or more of land would be needed by the State Highway Department, for the improvement to the freeway from the Douglas County Fairgrounds interchange to Harvard Blvd.

The original plan of the State Highway Department for the freeway improvements was the most feasible and the least costly.

We feel that our land is much more valuable to us than any monetary value and most of all is not required for freeway improvements at the present time.

The fairgrounds interchange, when improved should not require another 25 feet or so of our property over and above what the State already ownes. The entrance to the freeway from Portland Ave. now provides a three lane area for considerable distance, and could be widened and continued further using only the property presently owned by the State.

If additional property is necessary, this land is available on the West side of the freeway where no homes are involved and the land value is nil. This area is also not subject to sliding as is the Mt. Nebo area.

All property owners feel that a re-availuation and/or a meeting with State Officials and the owners of said property would be in order.

Yours very truly,

Raymond F. Johnson

Mr. & Mrs. R.F. Johnson
1564 S.W. Kendall St.
Roseburg, Oregon, 97470

IT

RECEIVED
[illegible]
OFFICE OF
[illegible] HIGHWAY ENGINEER

NAME	RESS
Mr & Mrs Howard C. Haas	1674 S.W. Kendall
Mr & Mrs Francis E. Brown	1670 S. W. Kendall
Mr & Mrs Oscar E Tuffs	1534 S W Kendall
Robert A Weiner	1610 S W Kendall
Robert A. Crandall	Owner of Vacant Lot - North of Tuffs Residence
Mr. and Mrs. Charles Mathews	1554 S. W. Kendall
Mr. & Mrs. Lloyd W. Schwab	1494 S. W. Kendall St.

RECEIVED

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 27, 1971

In reply refer to: 08-35.7

8003

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(77)126
Garden Valley Road - Fairgrounds
(Refer to Mr. John R. Oakes' letter of April 9)

You are authorized to proceed with the clearance of residential units covering Files 44739, 43494, 43496, 44247, 44903, and 43499, by public auction sale. Authorization is with the understanding that clearance will be in accordance withtthe State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe, and sanitary replacement housing which is available for immediate occupancy.

The dwelling on File No. 44728, Gardner, is occupied by tenants named Smoot who will be eligible for a moving payment. Authorization to sell this house is conditioned upon the tenants having relocated into decent, safe, and sanitary housing prior to the date of the sale.

When negotiations commenced on File 43494, Smalle, a contract purchaser named Cox was in occupancy. He was eligible for a $275 moving payment which he has never claimed. Coxes apparently moved sometime prior to November 15, 1969. A subsequent tenant named Gold may also be eligible for a moving payment.

Your relocation personnel should investigate this case to determine why Coxes have not claimed their moving payment and to establish whether or not Golds are eligible for one.

cc:
OSHD (J.R. Oakes)
OSHD (W.H. Haskin)
OSHD (J.J. Smith)

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

1859

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

Landscape

Mr. and Mrs. E. Murphy
746 W. Finley Avenue
Roseburg, Oregon 97470

April 26, 1971

Dear Mr. and Mrs. Murphy:

I have checked our construction plans for the freeway and find that the 12 birch trees along Birch Court are outside of fill slopes. Therefore, the birch trees will not be disturbed by our new construction.

In addition to saving these trees, we will do everything we can to save all the trees and shrubs between our right of way line and our fill slopes.

If I can be of any further assistance, please feel free to call.

Very truly yours,

JOHN QUINER II
Region Construction Engineer

JQII/cw
cc Frank Hall
L. W. Riley

746 W. Finlay Ave
Roseburg, Oregon
4-20-71

Mr. C. T. Keasey
Regional Engineer, Highway Dept
1523 SE Cobb
Roseburg, Oregon

Dear Mr Keasey -

Our home is on the corner of Finlay Avenue & Birch Court. There are 12 large & beautiful white birch trees on Birch Court — on the property the highway department bought from Fay Shinn. These trees make a screen between us and the freeway and we urgently ask that you spare them while widening the freeway in this neighborhood.

Thank you

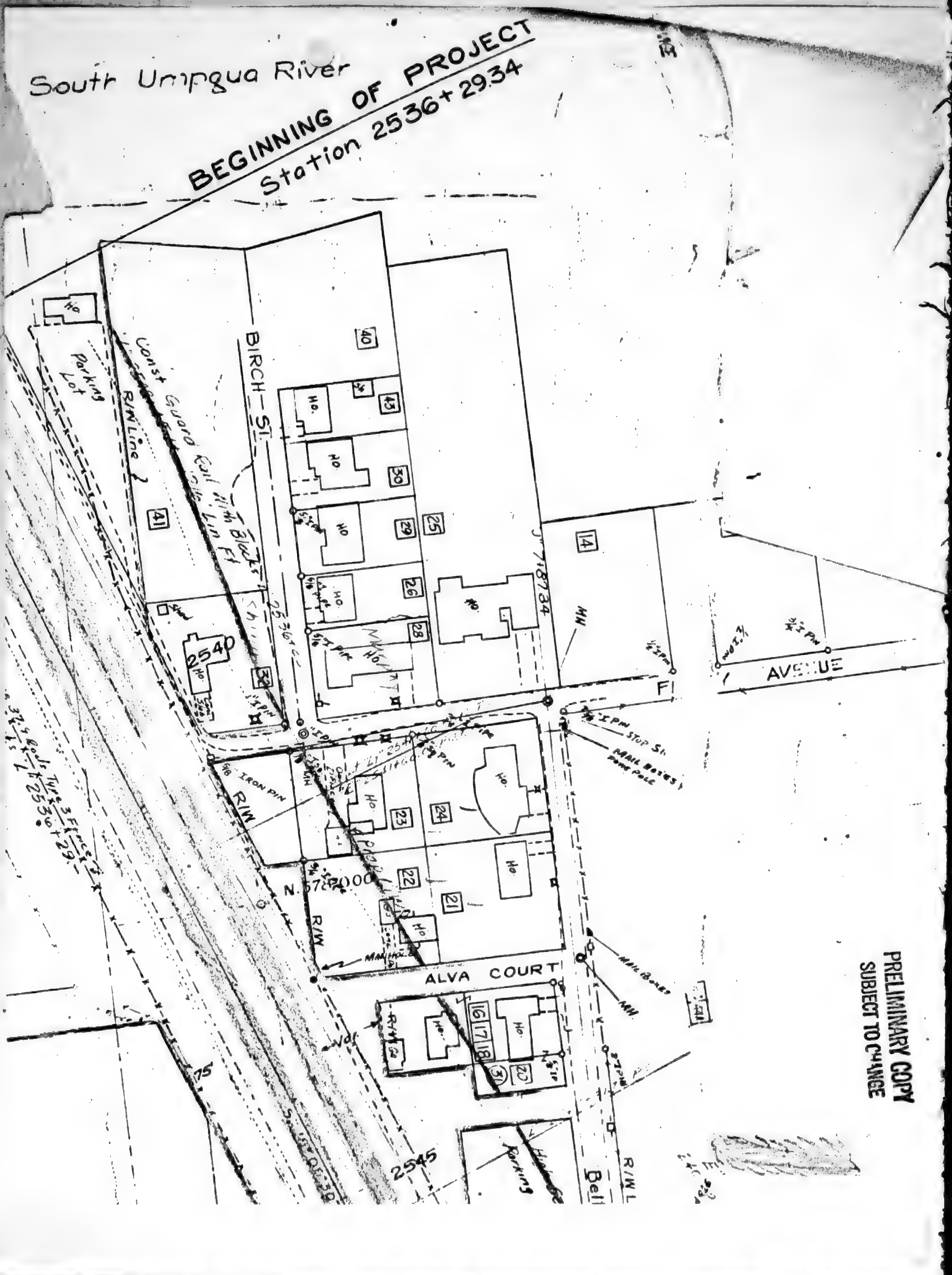
Edward and [illegible]

ROSEBURG DIVISION
RECEIVED
APR 22 1971

[illegible]	APE	[illegible]	DE	DOE

Assign ________ For ________
________ Action ____

Q


South Umpqua River
BEGINNING OF PROJECT
Station 2536+29.34
BIRCH ST.
Parking Lot
R/W Line
Const Guard Rail
Ho.
40
43
30
29
25
26
28
41
14
2540
33
18734
MH
AVENUE
IRON PIN
Stop Sign
Mail Boxes
R/W
23
24
22
21
N. 778000
ALVA COURT
Mail Boxes
16
17
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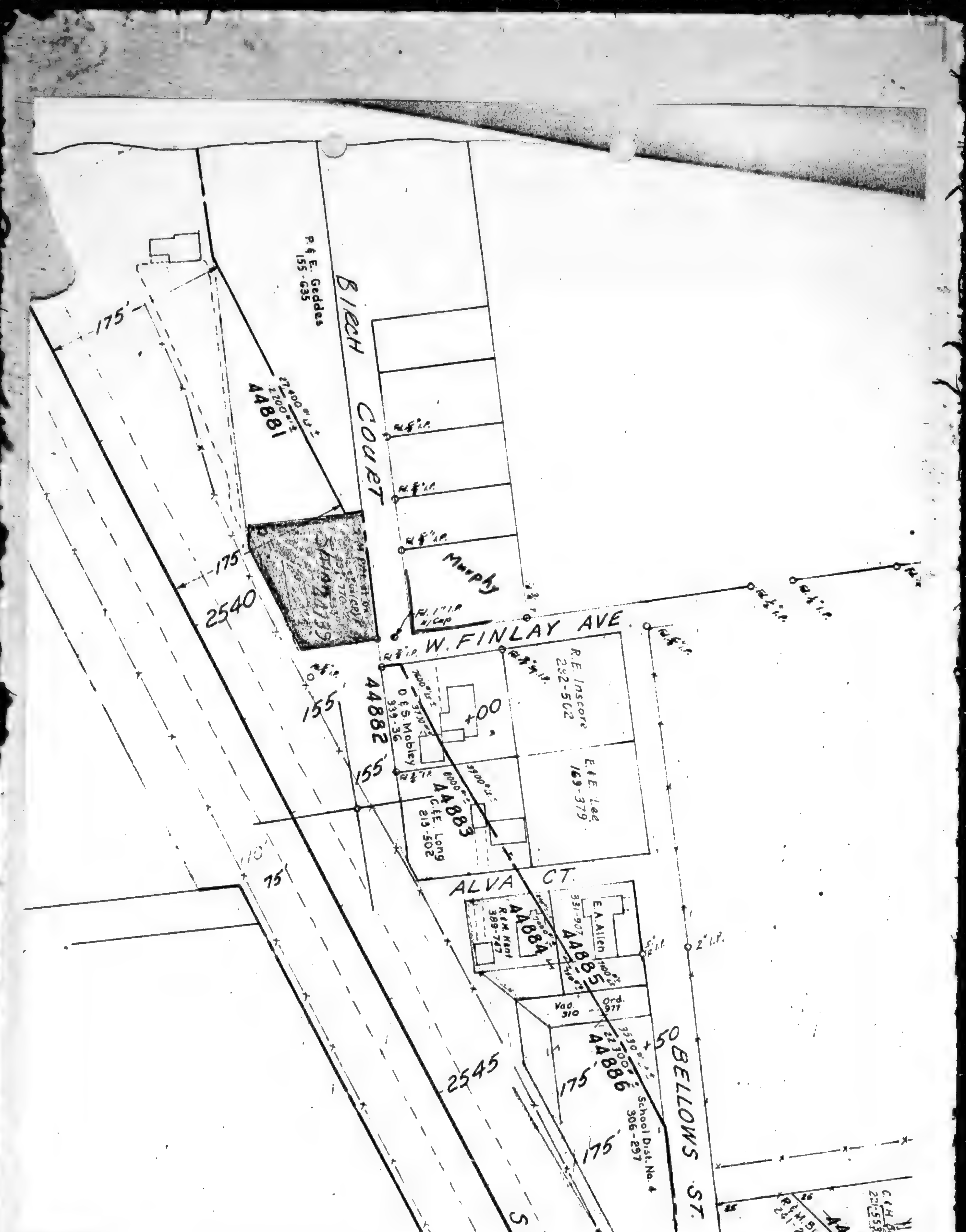
20
2545
Parking
R/W
Bell
75

PRELIMINARY COPY
SUBJECT TO CHANGE


P.&E. Geddes
155-635
BIRCH COURT
44881
175'
175'
2540
Murphy
Fd. 1" I.P. w/Cap
W. FINLAY AVE
R.E. Inscore
292-502
44882
D.&S. Mobley
339-36
155
155'
+00
E.&E. Lee
169-379
44883
C.&E. Long
213-502
ALVA CT.
110'
75'
44884
R.&M. Kent
389-747
E.A. Allen
331-907
44885
2" I.P.
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Ord. 977
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BELLOWS ST.
School Dist. No. 4
306-297
2545
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175'
R.&M. Bion
241-29
C.&H. Bo
221-553

D

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

8003

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: April 23, 1971

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(77)126
Garden Valley Road - Fairgrounds
Relocation

In the Roseburg area it is recognized that housing is available and that the displacees on the subject project have or will be afforded adequate opportunity for relocation to decent, safe, and sanitary housing. A review of relocation activites on this project disclosed that in calculating rental supplements comparable housing at the time of comparison was not made on the basis of vacant comparables. Timing may be an element in meeting this criteria. It is suggested that you review documentation so that it reflects established procedures or an approved deviation.

Files checked in the review were 44883, Long (tenant Webster); 44894, Glover; 44896, McDonnald-Sala; 44902, Rauch (tenant Laasted); 44907, Davis (tenant Crawford); and 44908, Baird.

Further questions arose concerning the following two files:

File No. 44894, Glover

Replacement housing comparable No. 2 is a much more expensive dwelling than the subject and the other two comparables. One quite dissimilar feature is the existence of a swimming pool on comparable No. 2. In addition, it is several miles from town in an area not comparable as relates to accessibility of public services and places of employment.

File 44896, McDonnald-Sala

Comparable offerings used in calculating the replacement housing additive are dissimilar in several respects. The subject has two fireplaces, the comparables have one. The subject has a full basement, the comparables have no basement. Subject has 1317 square feet. Subject

(more)

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

has a two-car garage, one of the comparables also has a two-car garage, one has a one-car garage and one has a one-car carport. Comparables are all considerably newer than subject. Subject has one bathroom while two of the comparables have 1½ baths.

Comments of your staff are requested concerning the use of Comparable No. 2 for File 44894 and the three comparables for File 44896.

cc:
OSHD(JJSmith)
OSHD(DHMoehring)
LLQuesnel

FORM E-30

6

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 22, 1971

SUBJECT: **Garden Valley Rd.-Fairgrounds Sec.**
Pacific Highway
Douglas County

To: Mr. Frank Hall
Design Engineer
SALEM

The attached note from L. W. Riley, Right of Way Supervisor, would indicate that at least one property owner adjacent to the new project is concerned about the potential blasting that will be required at Mt. Nebo.

It might be a good idea in the Special Provisions on this project that a special note be made of the close proximity of houses to the blasting operation and that extraordinary safety precautions are going to be necessary. This might help alleviate some of the problems associated with blasting this close to houses.

JOHN QUINER II
Region Construction Engineer

JQII/cw
Attach.
cc L. W. Riley

1

2

E-419—10M—3-50

EGON STATE HIGHWAY DEPARTMENT

Legal and Right of Way Division

INTER-OFFICE COMMUNICATION

To C. T. Keasey

File No.

From L. H. Riley

Date

Subject

Mrs. Harmon, 743 Corey St. called to say she has two large windows in the front of her house and is afraid they might be broken during the blasting unless they are covered with plywood. I told her no date was set for construction but I would call the matter to your attention.

Q

R

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 24, 1971

To: Frank L. Hall
Design Engineer
SALEM

SUBJECT: Harvard Ave. Centerline
Garden Valley Blvd.-Fairgrounds
Interchange Section
Pacific Highway
Douglas County

Attention F. E. Terpin

To aid in right of way appraisal and negotiations, A. W. Bates, Resident Engineer at Roseburg, was requested to stake the right of way centerlines on the subject project. In staking these centerlines, Bates noticed that the easterly portion of the Harvard Avenue "H^7" centerline, as shown on R/W Map 9B-6-16, does not coincide with Douglas County's Harvard Avenue "H^2" centerline.

Last September, Bates submitted to Design field ties between these two centerlines for correction of the difference. Apparently this difference has not yet been corrected.

The question is, what right of way centerline should Bates stake on Harvard Avenue?

Attached is correspondence and field notes from Bates which again tie the State's Harvard Avenue "H^7" centerline to the county's "H^2" centerline. Also enclosed is a copy of the county's right of way map covering the area in question.

C. Anderson
C. ANDERSON
Region Office Engineer

CA/cw
Attach.

1 H

3

Until Answered

2 F

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 22, 1971

To: C.T. Keasey
Regional Engineer

SUBJECT: Garden Valley-Rairgrounds
Pacific Highway
Prefix 610-1994
Tie to Douglas Co. Harvard line

Herewith three sets of notes for ties from the Highway Dept's Harvard Ave. line to Douglas County's Harvard Ave. Line. The sheet marked "A" is as shown on R/W map 9P6-16. The sheets marked "B" show the tie from the Highway Dept's line to the Co. line as the points actualy are on the ground. The sheet marked "C" is the tie between the Highway Dept's line and the County line, which was made in September 1970.

A change in the Highway Dept's line or a change in the County line is necessary.

Alfred W. Bates
Resident Engineer

MAR 26 1971

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 24, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

File No. 43866-Lueilen
Garden Valley Rd.-Fairgrounds
Pacific Highway
Douglas County

Project I-5-3(77)126

Attention: Mr. Charles J. Mathias

Dear Sir:

In his letter of February 12, 1971, Mr. R. E. Simpson requested an explanation from Appraiser Holt as to how he had recognized the undivided 1/4 interest in Lot 11 which was acquired as a part of subject property.

In a telephone conversation with the Appraisal Supervisor, later confirmed by letter dated March 22, 1971 (copy attached), Mr. Holt explained that the residential values found were predicated upon the availability of access over and across said Lot 11. Had he felt that commercial values prevailed, thus requiring assemblage, a dollar value would then have had to be assigned to the undivided 1/4 interest in Lot 11.

We trust this will adequately answer Mr. Simpson's question.

Very truly yours,

D. H. Moehring

D. H. MOEHRING
Right of Way Engineer

MMM:jm
enclosure

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

Moehring

I 5

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon 97470
March 10, 1971

RECEIVED
MAR 11 1971
RIGHT OF WAY

SUBJECT: ACCESS
Garden Valley Rd.-Fairgrounds Sec.
Pacific Highway
Douglas County

To: Mr. D. H. Moehring
Right of Way Engineer
SALEM

Attention Mr. John Oakes

NOTED
JOHN R. OAKES

It seems we may have overlooked a potential problem on this section.

Please see attached map. Although we do not take any of Lot 10, we are in effect taking their access.

Is there some way we can design these people a safe suitable road approach?

J M Morgan
J. M. Morgan
Right of Way Agent

JMM:gl

Attachment

1 A

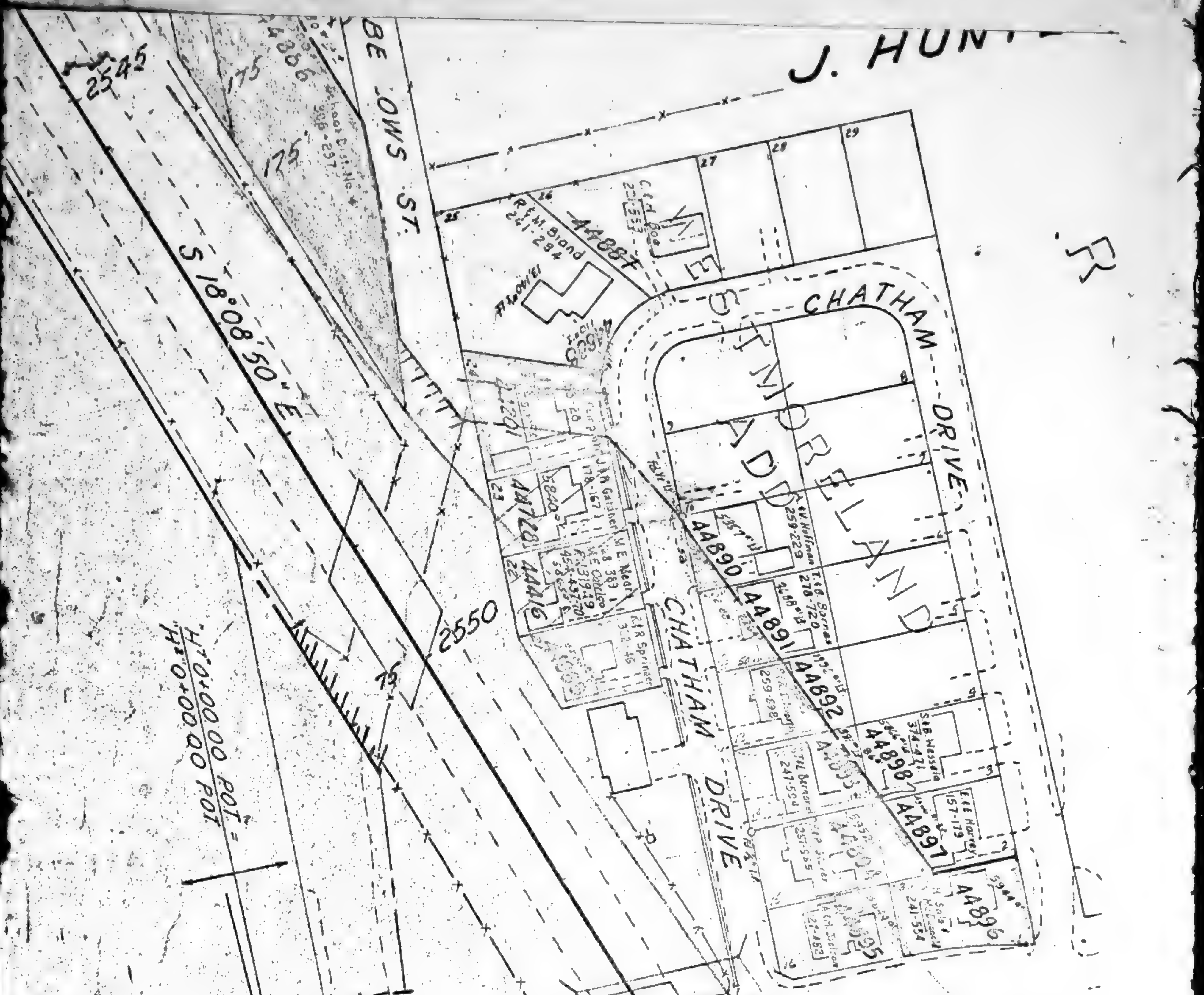
2 T

RECEIVED
MAR 10 1971
DESIGN SECTION

Scott
Swenson
R Olson
Trout ✓
Do Not File Until Answered ☐
Keep ☐
Return To
Other

REFERRED 3-11-71
TO Frank Hall
FOR As per letter of file to purchase access
PLEASE REPLY BY
JOHN R. OAKES

Olson


J. HUNT
R
BE OWS ST.
WESTMORELAND ADD.
CHATHAM DRIVE
CHATHAM DRIVE
W. Harvard Ave.
S 89°03' E
N 89°03'00" W
S 18°08'50" E
2545
2550
2555
2553+77.95 P
"H" 3+03.25
"H" 0+00.00 POT
"H"3 0+00.00 POT =
WEST ROXBURY
175
175
75
R & M Brand 241-294
44887
44890
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J&R Gardner
M.E. Nearn
V. Hoffman 259-229
E & E Harley 157-179
R & D Horn 314-291
44900
13494
44901
R & L Phillips
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G. Carlson 273-984
G. Carlson
J & C MacNab
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MAR 1 1971
FOR FILING

8003

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 26, 1971

In reply refer to: 08-35.7

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(77)124
Garden Valley Road - Fairgrounds
Right of Way

Returned herewith are the approved right of way plans for this project. Federal participation is subject to the provisions of the 80 series PPM's.

An executed copy of the project agreement will be forwarded separately.

Enclosure

cc:
OSHD (D H Moehring)
OSHD (R N Chase)
OSHD (M R Mitchell)
Accounts

Young
w/enc.
3-1-71

NOTED
TOM EDWARDS

RECEIVED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB [illegible] 1971

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 12, 1971

In reply refer to: 08-35.7

8003

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klahn

SUBJECT: Oregon Project I-5-3(77)126
Garden Valley Road - Fairgrounds Section
Appraisal - File No. 43866, Luellen

This property was appraised and optioned in the latter part of 1969. In reviewing more current appraisals on the project we reviewed the appraisal to determine how the various undivided interests in Lot 11 of this subdivision were handled.

It is noted that Mr. Flanagan gave some value to the 2/8 undivided interest attributable to this property. Mr. Holt's appraisal makes no mention whatever of this interest. He should provide an explanation concerning his treatment of it.

cc:
OSHD (M M Mead)

Young
2-24-71

NOTED
TOM EDWARDS

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 9 - 1971

2-1-71

FORM PR-1240
(Rev. 6-68)

8003

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-3(77)144

STATE PROJECT NO. GARDEN VALLEY ROAD - FAIRGROUNDS ROAD SECTION

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. 1-485

COUNTY NAME DOUGLAS

PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	JANUARY 28, 1971	INTERSTATE ROUTE #5 STATE ROUTE #1

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) RELOCATION PAYMENTS.
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR JANUARY 28, 1971 AUTHORIZATION TO PROCEED WITH THE ACQUISITION OF RIGHT OF WAY ON THE SUBJECT PROJECT IS HEREBY AMENDED AS FOLLOWS:

NO RESIDENTIAL UNIT MAY BE CLEARED FROM THE RIGHT OF WAY, EXCEPT BY OWNER RETENTION, WITHOUT THE PRIOR APPROVAL OF THIS OFFICE.

NOTED
TOM EDWARDS
2-9-71

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-1-71		R. E. SIMPSON, DIVISION ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

8003

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: January 29, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klohse

SUBJECT: Design Approval under PPM 20-8

Reference is made to Mr. Young's January 13 letter in which he discusses the above subject as it related to a list of 26 Federal-aid projects. With regard to the first point raised in that letter we concur that a design approval for the construction of a section of highway would include all the elements necessary to complete the improvement even though some may be accomplished later under separate contracts. This remains true, however, only if the elements involved are those normally associated with that type of improvement and the proposed improvement remains essentially the same as that originally approved.

We have examined our records for each of the 26 project sections listed in the above-mentioned letter and concur that either design approval has been given or the project had developed beyond design approval stage prior to the effective date of the current PPM 20-8, and no further action is required except as noted below.

In the North Tigard Interchange - South Tigard Interchange Section the area involving the North Tigard Interchange was excluded from design approval.

In addition major revisions under consideration at the Haines Road Interchange may require additional design approval.

2-2-71

REFERRED TO
Young

[illegible]
TOM EDWARDS

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-1240
(Rev. 6-68)

FEB 2 - 1971

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-28-71

FEDERAL AID PROJECT NO. 1-5-3(77)144

STATE PROJECT NO. GARDEN VALLEY - FAIRGROUNDS ROADS ROAD SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. 1-485

COUNTY NAME DOUGLAS

PROGRAM STAGE *(Check)* ☐ 1 ☒ 2

TO: 8003

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young 2-2-71

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE JANUARY 28, 1971

FEDERAL ROUTE NUMBER INTERSTATE ROUTE #5

STATE ROUTE NUMBER STATE ROUTE #1

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE RIGHT OF WAY ACQUISITION, INCLUDING INCIDENTAL COSTS AND RELOCATION PAYMENTS, ON THE SUBJECT PROJECT AS REQUESTED IN MR. YOUNG'S JANUARY 11, 1971 LETTER. THIS IS ESTIMATED AT A TOTAL COST OF $1,394,000.00 - FEDERAL FUNDS $1,282,480.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* RELOCATION PAYMENTS.
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THE RELOCATION PLAN FOR THE SUBJECT PROJECT IS APPROVED.

THIS AUTHORIZATION IS SUBJECT TO THE DISTRICT OFFICE ESTABLISHING AND MAINTAINING A LIST OF AVAILABLE REPLACEMENT HOUSING REQUIRED BY PARAGRAPH 6E(5) OF IM 80-1-68.

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

DATE 1-28-71

SIGNATURE OF APPROVING OFFICIAL

TITLE For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

CEIV
JAN 15 1971
OR FI

800

January 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Design approval was granted by the Federal Highway Administration for the following projects on the dates as listed; we hereby request your concurrence that this approval included landscaping and other minor work (such as lighting, signing, screening and sound barriers), although this work may be done by separate contract immediately following completion of construction and as financing permits.

The proposed work is stage construction required to complete the sections of highway as scheduled for construction and this anticipated future work is necessary to improve the esthetics, maintain safety standards and protect the enviroment.

We further request your concurrence that the requirements of PPM 20-8 were fulfilled in obtaining design approval for the following sections and that the above-mentioned work was included; consequently, no further action is required.

We also request your concurrence that, inasmuch as this work is considered stage construction and no additional right of way is required, the subject projects are exempt from State and Regional Clearinghouse review under paragraph 2b of IM 50-1-70.

We trust the included information is sufficient for you to grant the requested concurrences for the proposed projects.

> Richland Interchange-S. Baker Interchange Section, Old Oregon Trail Highway, Baker County -- Design approval received on May 13, 1969.
>
> West Fremont Interchange (Unit 2) Section, Stadium Freeway, Multnomah County — Design approval concurred in letter of November 18, 1970.

E. Unit, Pendleton-Emigrant Hill Section, Old Oregon Trail Highway, Umatilla County — Design approval received April 7, 1969.

Columbia County Line-Burlington Section, Columbia River Highway — Design approval received November 17, 1969.

N.E. 60th Ave.-Cascade Highway Section, N.E. Portland Highway, Multnomah County — Design approval received May 27, 1970.

Hayesville Interchange-Battle Creek Section, Pacific Highway, Marion County — Design approval received March 26, 1970.

Jumpoff Joe Creek-Grants Pass Section, Pacific Highway, Josephine County — Design approval received Feb. 13, 1970.

Battle Creek-Talbot Road Section, Pacific Highway, Marion County — Design approval received February 13, 1970.

S. Tigard Interchange-East Portland Freeway Interchange Sec., Pacific Highway, Washington and Clackamas Counties — Design approval received August 9, 1970.

Jantzen Beach Interchange-Columbia Slough Bridge Section, Pacific Highway, Multnomah County — Design approvals received July 1, 1970 and August 31, 1970.

Park St.-Tolman Creek Road (Ashland) Section, Green Springs Highway, Jackson County — Design approval received May 15, 1970.

North Tigard Interchange-South Tigard Interchange Section, Pacific Highway, Multnomah and Washington Counties — Design approval received August 19, 1970.

Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County — Design approval received September 2, 1970.

Garden Valley Road-Fairgrounds Interchange Section, Pacific Highway, Douglas County — Design approval received July 2, 1970.

South Medford Interchange-South Ashland Interchange Section, Pacific Highway, Jackson County — Design approval received October 26, 1970.

La Grande-Ladd Canyon Section, Old Oregon Trail Highway, Union County — Design approval received May 13, 1969.

Ladd Canyon Section, Old Oregon Trail Highway, Union County, Design approval received May 13, 1969.

Ladd Canyon-North Powder Section, Old Oregon Trail Highway, Union County — Design approval received May 13, 1969.

Olds Ferry-North Fork Jacobsen Gulch Section, Old Oregon Trail Highway, Malheur County — Design approval received May 20, 1969.

North Fork Jacobsen Gulch-North Ontario Interchange Section, Old Oregon Trail Highway, Malheur County — Design approval received May 20, 1969.

Forest Grove Section, Tualatin Valley Highway, Washington County — Design approval received July 28, 1969.

Chemawa Road-Hayesville Section, Pacific Highway East, Marion County — Design approval received December 1, 1969.

Rickreall-Independence Jct. Section, Willamina-Salem Highway, Polk County — Design approval received January 8, 1970.

Winston-Shady Section, Coos Bay-Roseburg Highway, Douglas County — Design approval received May 1, 1970.

Bend E.C.L.-Ward Road Section, Central Oregon Highway, Deschutes County — Design approval received August 13, 1970.

East Fremont Interchange Section (Units "A", "B", "C"), Stadium Freeway Highway, Multnomah County — Design approval concurred in and received April 16, 1967.

Attached for your convenience in identifying the project sections is a copy of our current Tentative Schedule of Contract Lettings.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

DAR:ia

cc: F. B. Klaboe
Frank Hall
R. W. Ellison
R. N. Chase
B. L. Gifford

RECEIVED
JAN 12 1971
FOR FILING

8005

January 11, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Project No. I-5-3(77)124
Garden Valley Rd.-Fairgrounds Rd. Sec.
Right of Way

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the rights of way, including incidentals and relocation assistance, as programmed on the subject project. The right of way required is as outlined in red on the enclosed copy of right-of-way maps 7B-7-11 and 9B-6-16.

The relocation plan as required by paragraph 7b of IM 80-1-68 was approved by your letter of November 12, 1970, and no occupant will be required to relocate until he has the right of possession or has been offered adequate, decent, safe and sanitary housing which is available for immediate occupancy.

Your authorization to proceed with the actual acquisition as requested should obligate the following amounts in total cost and federal funds on this project.

	Total Cost	Federal Funds
Previously Authorized	$ 312,575	$ 287,550
R/W Requested	1,081,425	994,930
Subtotal	$1,394,000	$1,282,480
Retain in Program		
Building Demolition	3,500	3,220
Total	$1,397,500	$1,285,700

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:ia

cc: F. B. Klaboe
J. R. Oakes
R. N. Chase
M. Mitchell

JAN 8 - 1971

FOR

8003

Salem, Oregon 97310
January 7, 1971

Mr. L. H. Young
Program and Planning Engineer
BUILDING

In the very near future I would like to begin the purchase of the right-of-way for the Garden Valley Road-Fairgrounds Interchange Section of I-5.

Please therefore take whatever steps are necessary in the way of programming with the Federal Highway Administration, et cetera, in order that this may be accomplished.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: D. H. Moehring

RECEIVED
JAN 7 - 1971
FOR FILING

8003

January 7, 1971

Mr. Fred W. Baxter
City Manager
City of Roseburg
744 S. E. Rose Street
Roseburg, Oregon 97470

Dear Mr. Baxter:

Reference is made to your letter of December 29 concerning the construction work contemplated on Interstate 5 in the vicinity of Harvard Boulevard near Roseburg.

I have purposely not communicated with you on this matter recently due to the fact that we expected the Federal Government to make another cutback in funds for the latter half of this fiscal year. We have very recently been informed that this cutback will not now take place and that we will get our anticipated allotment in federal funds for the next two quarters. Under those circumstances, I have today instructed our Program and Planning Section to program the acquisition of right-of-way for this project as early as possible and our Right of Way Section to begin the acquisition of right-of-way in the very near future.

We hope that the project is now back on the track and that it will move forward expeditiously.

Thank you for bringing this matter to my attention.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Victor D. Wolfe
D. H. Moehring
C. T. Keasey
Tom Edwards
L. H. Young
H. S. Cox

Office of City Manager

Phone (503) 673-4457

CITY OF ROSEBURG
744 S. E. Rose Street
ROSEBURG, OREGON 97470

December 29, 1970

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Assistant State Highway Engineer

Gentlemen:

On June 29, 1970 an automobile attempting to reach Interstate 5 Freeway from Harvard Blvd. in the City of Roseburg resulted in a fatality. The attached "Letters to the Editor" item printed in the News-Review on December 22, 1970 called to the attention of Mayor Boatwright and members of the City Council that we have had no further information from your office on a definite schedule for right-of-way acquisition or construction for the Garden Valley Road-Fairgrounds section project for improving I-5. It was the City of Roseburg's impression at the time of the last public hearing that right-of-way acquisition would be in full force by 1971.

The Mayor and City Council are on the firing line because of their lack of answers to the problem and a time schedule and such letters only add to the hazardous duty.

We would greatly appreciate your advising us of the firm schedule for the I-5 Harvard Blvd. Interchange Project as well as the balance of the schedule for the remainder of the project.

Your immediate reply to this matter is greatly appreciated.

Very truly yours,

F W Baxter
Fred W. Baxter
City Manager

Enclosure

RECEIVED
DEC 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Timber Capital of the Nation

Reader Opinions

City traffic

To The Editor:

The growth of a city is sometimes reflected in the city's inability to control its traffic effectively. An incident at a Roseburg intersection has emphasized one of its traffic problems.

At the intersection of Harvard and Bellows a young girl was killed in an accident. Although a young man involved in the accident was charged with negligence, inadequate traffic lights may have influenced the situation.

A car making a left turn from Harvard to Bellows must cross two lanes of oncoming traffic, most of which is invisible because of a rise in the street. Yet there is no left turn signal to facilitate a safe crossing. Considering that this intersection is a direct entrance to the freeway, I think it deserves as much attention as other intersections which do have left turn signals, such as the junctions of Diamond Lake-Winchester and Garden Valley-N. Stephens.

I have witnessed several near-accidents at this intersection, and I feel that unless an improvement is made another tragedy is likely. How many does it take?

Pete Tapp
P.O. Box 852
Roseburg, Ore.

RECEIVED
NOV 18 1970

FORM [illegible]240
(REV. 3-67)

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-13-70

FEDERAL AID PROJECT NO.: I-5-3(77)124

STATE PROJECT NO.: GARDEN VALLEY ROAD - FAIRGROUNDS RD. SECTION

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

COUNTY NAME: DOUGLAS

ITEM NO.: I-485

PROGRAM STAGE (Check): ☐ 1 ☒ 2

TO: 8003

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

11-17-70

[illegible] ARGED TO
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	NOVEMBER 9, 1970	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: STATE ROUTE 1

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF TWO PARCELS, FILE NUMBERS 44889 - SPRINGER AND 44903 - MOELBER, AS REQUESTED IN MR. YOUNG'S OCTOBER 20, 1970 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) RELOCATION PAYMENTS
BUILDING DEMOLITION

☒ ACQUISITION OF RIGHT-OF-WAY FILE NOS. 44889 - SPRINGER
44903 - MOELBER

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

ALL CLEARANCE OF RIGHT OF WAY SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE APPROVED PROPERTY DEMOLITION PLAN.

THE PHASE II RELOCATION REPORT AS REVISED ON JULY 15, 1970 AND AUGUST 3, 1970 IS HEREBY APPROVED.

NOTED
F. R. [illegible]

NOTED
TOM EDWARDS

RECEIVED
NOV [illegible] 1970
OFFICE OF
[illegible]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-12-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Hall
A. Olson
Wills
Hackleman
Carstensen
Keyes
Terpin
Sample

RECEIVED
NOV 10 1970
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

November 10, 1970

Mr. R. Romayne Brand
560 West Chatham Drive
Roseburg, Oregon 97470

Dear Mr. Brand:

Re: Harvard Avenue Interchange
Garden Valley Road-Fairgrounds Section
Pacific Highway, Douglas County

This is in reply to your letter of November 9 concerning the proposed connecting road between Bellows Street and Chatham Drive.

Our plan has been revised as far as this connecting road is concerned so that it appears we will only require a small triangular parcel from the southerly point of your property near your present driveway. This is a reduced taking to any we had previously considered. I am sorry I cannot supply you with a map of this as the right of way description has not been written and we are not ready to negotiate.

I trust this information will be of value to you.

Very truly yours,

Frank L. Hall
Design Engineer

By
D N Stoudenmeyer
D. N. Stoudenmeyer
Preliminary Design Supervisor

DNS:jp
cc: C. T. Keasey
D. H. Moehring

5[illegible]0 W. Chatham Dr.
Roseburg, Ore. 97470
Nov. 9, 1970

Mr. Don Stoudenmeyer
Assistant Preliminary Design Engineer
State Highway Building
Salem, Oregon

Dear Mr. Stoudenmeyer:

I had the pleasure of meeting you first at your office in Salem and then again at the final I-5 hearing at the Courthouse Annex Auditorium. You will probably recall that I requested a proposed change in the "straight line" street extension of Chatham Drive to Bellows Street, to a "curved" one that would avoid the necessity of our home becoming a casualty. I submitted a schematic drawing showing "Plan A," that would start at about our driveway and only appropriate a small portion of our front yard, and "Plan B" which would begin at approximately our front walk way and would involve a flatter curve to the street but would sacrifice more of our front lawn.

At the time you, Mr. Quiner of the local division office and others assured us that this suggestion was feasable and we could be reasonably assured that we could remain in our home

I would appreciate hearing some word from you as to the present status of your designing. Mr. Quiner told me several months ago that he understood that apparently "Plan A" was feasable and therefore we would only loose a small portion of our property. Have you completed this Chatham Drive street connection design? If so can you give us some indication either by description or a sketch as to the amount of property involved? I would like to consider extending the present cyclone fence as far toward Chatham Drive curve as either your regulations or the city's code will permit.

Any information or assurances that you might be able to provide at this time will be most appreciated

Very cordially yours,

R. Romayne Brand

RECEIVED
NOV 3 - 1970

8002

November 2, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Project No. I-5-3(77)124
Garden Valley Rd.-Fairgrounds Rd. Sec.
(Files 44889 and 44903)

Dear Sir:

We have the following comments to make in regards to your letter of October 26, 1970 on the subject project.

The right-of-way maps for this area are not as yet complete, therefore, full authorization to proceed with the right-of-way acquisition for the project cannot be requested. Until the maps are completed we propose to continue to request authorization for hardship requests only due to the limiting amounts of federal funds available for obligation which we desire at this time to utilize for more urgent construction projects.

As requested in your letter, we are forwarding copies of the relocation plan as required by paragraph 7b of IM 80-1-68 and hereby request your approval of the relocation plan. Mr. Oakes' memo of October 28, 1970, states that relocation assistance will be handled out of the District 3 Right of Way Office in Roseburg.

We trust the above information to be satisfactory and that authorization can be given for the hardships as requested in our letter of October 20, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb

cc: J. R. Oakes
R. N. Chase
M. Mitchell

5

FORM PR-1240
(REV. 2-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

RECEIVED
OCT 30 1970

FEDERAL AID PROJECT	1-5-3(77)124
STATE PROJECT NO.	GARDEN VALLEY ROAD - FAIRGROUNDS ROAD SECTION
PROGRAM NO.	
COUNTY NAME	DOUGLAS
ITEM NO.	i-485
PROGRAM STAGE (Check)	☐ 1 ☒ 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO: 8003

10-28-70

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	OCTOBER 28, 1970
FEDERAL ROUTE NUMBER	INTERSTATE ROUTE 5
STATE ROUTE NUMBER	STATE ROUTE 1

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 44899 - LOGAN, AS REQUESTED IN MR. YOUNG'S OCTOBER 22, 1970 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (*Specify*) RELOCATION PAYMENTS
  BUILDING DEMOLITION
- FILE NO. 44899 - LOGAN
  ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR THEY HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

ALL CLEARANCE OF RIGHT OF WAY SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE APPROVED PROPERTY DEMOLTION PLAN.

Young
10-29-70

NOTED
TOM EDWARDS

DATE	10-28-70
SIGNATURE OF APPROVING OFFICIAL	
TITLE	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
OCT [illegible] 1970

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

8003

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: October 26, 1970

In reply refer to: 08-35.7

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(77)124
Garden Valley Road-Fairground Road Section
Files 44889, and 44903

Mr. Young's October 20 letter requests authorization to proceed with acquisition of the above listed properties on the basis of hardship. It is indicated that the owners of the property will not be required to move until they have either obtained replacement housing or have been offered adequate replacement housing which is available for immediate occupancy.

By previous letter we have suggested that the State request authorization to proceed on acquisition of the entire project. It is our understanding that right of way maps are available and descriptions have been prepared. It is requested that the State submit the relocation plan required by Paragraph 7b of IM 80-1-68 in order to make a positive showing that housing will be available for the owners of the above listed files as well as future displacees.

cc:
Region (08-00.32)
OSHD (Young)
OSHD (Oakes)
OSHD (Mitchell)

NOTED
TOM EDWARDS

RECEIVED
OCT 2[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 23 1970
FOR FILING

8003

October 22, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Project No. I-5-3(77)124
Garden Valley Rd.-Fairgrounds
Rd. Section (ROW)
(File 44899 - Logan)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the above property on the basis of hardship. The property is included in the right of way as programed on the subject project.

We are enclosing a copy of Mr. Oakes' memo of October 20, 1970, with attachments, which sets forth the estimated cost of the property, the hardship which exists, and a sketch map showing the location of the property.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enc.

cc: J. R. Oakes
R. N. Chase
M. Mitchell

CL:bb

D [illegible] D
OCT 1 1970

8003

October 20, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Project No. I-5-3(77)124
Garden Valley Rd.-Fairgrounds Rd. Sec.
(ROW)
(Files 44889-Springer & 44903-Moelber)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the above-listed properties on the basis of hardship. The properties are included in the right of way as programed on the subject project.

We are enclosing a copy of Mr. Oakes' memo of October 19, 1970, with attachments, which sets forth the estimated cost of the properties, the hardships which exist, and sketch maps showing the location of the properties.

The owners of these properties will not be required to move until they have either obtained adequate replacement housing or have been offered adequate replacement housing which is available for immediate occupancy.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb

Enc.

cc: J. R. Oakes
R. N. Chase
M. Mitchell

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 24, 1970

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(77)126
Harvard Avenue Interchange
File 44739

Attached is authorization to proceed with the acquisition of the above mentioned property. A reading of the property owners request for hardship consideration would indicate that he was told by the State that if he could find another home he should write the State for hardship consideration. Assuming that the State's relocation studies indicated adequate housing was available in the area and that an actual hardship existed the proper procedure would have been to give the case immediate hardship consideration and provide the property owner with relocation assistance to find another home. In instances of the kind outlined in the owner's letter care should be taken that the replacement home is decent, safe, and sanitary in order to avoid having the owner commit himself to purchase and later find that the home does not meet the decent, safe, and sanitary requirements.

cc:
OSHD(Young)
OSHD(Moehring)
OSHD(JJ Smith)
Region(08-00.32)

REFERRED TO
Olson
By Asst. State Hwy. Engr.

Hall
A. Olson AO
Wills
Hackleman
Carstensen
Lewis
Turpin

RECEIVED
OCT 1 1970
DESIGN SECTION

Scott
Swenson
R. Olson
Trout T
Do Not File ☐
Keep ☐
Return To
Other

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
F. B. KLA

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-1240
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-3(77)126

STATE PROJECT NO.: GARDEN VALLEY ROAD - FAIRGROUNDS RD. SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

COUNTY NAME: DOUGLAS

ITEM NO.: I-485

PROGRAM STAGE (*Check*): ☐ 1 ☒ 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	SEPTEMBER 24, 1970	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER
		STATE PRIMARY ROUTE 1

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 44739 - PITT, AS REQUESTED IN MR. YOUNG'S SEPTEMBER 22, 1970 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

FILE #44739 - PITT

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) RELOCATION PAYMENTS
BUILDING DEMOLITION

☒ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENTHOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

ALL CLEARANCE OF RIGHT OF WAY SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE APPROVED PROPERTY DEMOLITION PLAN.

Young
10-1-70

NOTED
F. B. [illegible]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-24-70		for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

SEP 15 1970

FOR FILING

8003

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1970

To:
Mr. Vernon Skoog
~~Controller~~
Accounting Division
B U I L D I N G

SUBJECT:
Demolition Contracts
Drain-Anlauf Section
Umpqua Highway
Garden Valley-Fairgrounds Section
Pacific Highway
Douglas County

We are attaching 2 bills from Hal Bailey Equipment Rentals, Inc. of Eugene, Oregon, for the demolition contracts awarded July 28, 1970 and confirmed by the State Highway Commission at the August 18, 1970, commission meeting. Also attached are the wage certifications. The contracts have now been completed. The cost prefixes for these 2 projects are:

10-2009-427	$4,650.00
610-2520-427-P	1,690.00
	$6,340.00

W. H. HASKIN
Property Manager

WHH:ih

Attachment

cc: Atley Chapman
Floyd Query

NOTED
FLOYD QUERY

RECEIVED
AUG 18 1970

FOR FILING

8003
1

August 11, 1970

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the following two sections. All required public hearings have been held and we have received design approval from the Bureau of Public Roads.

Garden Valley Road-Fairgrounds Section, Pacific Highway (I-5), Douglas County.

This is the section of interstate freeway through Roseburg which will be constructed with two 24-foot travel ways separated by a 16-foot median and 10-foot outside shoulders. Reconstruction of the Harvard Avenue Interchange, revision of several structures and a curve revision at Mt. Nebo are proposed. A combination corridor-design hearing was held March 17, 1970, and the Bureau of Public Roads approved the design July 2, 1970. The length of this section is 2.49 miles and the total estimated cost for construction is $7,700,000 (Construction $6,500,000, Right-of-way $1,200,000).

Cape Arago Highway-Woodland Drive Section, Empire-Coos Bay Highway, Coos County.

This project generally follows the existing highway alignment with minor revision in horizontal alignment. The proposed design consists of a 56-foot curbed section to provide four 12-foot lanes, 4-foot median, and a 2-foot curb shy distance. Parking will be prohibited throughout the project. Public hearings were held May 14, 1970, and design approval was received from the Bureau of Public Roads July 13, 1970. This project is listed on Program XII and received finance approval December 23, 1969. The length of this section is 1.34 miles and the total estimated cost is $1,475,000 (Construction $1,200,000, Right-of-way $275,000).

Maps for these projects are attached for your information.

I recommend survey-design approval and request authority to purchase the necessary rights-of-way.

This matter will be on the agenda for your consideration at the August 18 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

Attach.

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
L. H. Young
D. J. Barbee
D. H. Moehring
V. E. Skoog
C. T. Keasey

BLG:aw fn

[illegible]
AUG 19[illegible]
FOR FILING

Mr. Porter

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING ° SALEM, OREGON ° 97310 ° Phone 364-2171

8003

August 10, 1970

44494-Meyers
Garden Valley-Fairgrounds
Road Section
Pacific Highway
Douglas County

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon 97301

Dear Mr. Simpson:

Upon receipt of your letter of July 31, 1970, further data was requested from Mr. Riley so that we could furnish you the information you requested in the second paragraph.

Mr. Riley informs me that the duplex building which was reported in Frank North's liaison study in 1967 has now been completely removed. This is now vacant land.

Please revise my estimate as submitted to $3,000 with $100 for relocation incidentals.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer
ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:CZ
cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
D. J. Barbee
V. E. Skoog
M. R. Mitchell

RECEIVED
AUG 1[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

SEP 2 8 1970

8003

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
July 29, 1970

AGENDA
AUG 1 4 1970

17-1

To: Mr. Floyd Query
Secretary

BUILDING

SUBJECT: AGENDA ITEM
August 18
Commission Meeting
Demolition Contract
Garden Valley Road –
Fairgrounds Section
Pacific Highway
Douglas County

Please place on the agenda of the August 18 meeting the matter of confirmation of Chairman Jackson's telephone approval received on July 28, 1970, to award a demolition contract on the sugject section of the Pacific Highway to Hal Bailey Equipment Rentals, Inc. in the amount of $1,690.

One bid was received in the amount of $1,890; however, immediately prior to the opening of bids, Mr. Bailey of Hal Bailey Equipment Rentals, Inc. requested by telephone that his bid on the contract be reduced by $200.

The contract calls for the removal of five buildings and rough grading of the area.

D. H. Moehring
Right of Way Engineer

j

NOTED
FLOYD QUERY

SP*52475-734

Part G
JSI:cr
5/22/67
E-662

PART G

CLEARING OF GARDEN VALLEY ROAD-
FAIRGROUNDS SECTION OF THE PACIFIC
HIGHWAY IN DOUGLAS COUNTY

CONTRACT

THIS CONTRACT, made and entered into this 28th day of July, 1970, by and between the State of Oregon, by and through its State Highway Commission, hereinafter called "State", and Hal Bailey Equipment Rentals, Inc., hereinafter called the "Contractor";

WITNESSETH:

1. The Contractor, in consideration of the sum to be paid by State in the manner and at the time herein provided, and in consideration of the covenants and agreements herein contained, hereby agrees to perform and complete the work herein described and provided for and to furnish all necessary machinery, tools, apparatus, equipment, supplies, materials and labor and do all things in accordance with the Instructions to Bidders, General Provisions and Special Provisions included herewith. This contract shall bind the heirs, executors, administrators, successors and assigns of the Contractor. The Instructions to Bidders, General Provisions and Special Provisions included herewith are hereby specifically referred to and by this reference made a part hereof, and shall by such reference have the same force and effect as though all of the same were fully written or inserted herein.

2. The Contractor shall faithfully complete and perform all of the obligations of this contract, and in particular shall promptly, as due, make payment of all just debts, dues, demands and obligations incurred in the performance of the contract; and shall not permit any lien or claim to be filed or prosecuted against State. It is expressly understood that this contract in all things shall be governed by the laws of the State of Oregon.

3. In consideration of the faithful performance of all the work and other obligations under the contract, State shall pay the Contractor,

Part G
JSI:cr
5/22/67

subject to the conditions provided herein One Thousand Six Hundred Ninety DOLLARS ($ 1,690.00) in the manner and at the time herein provided.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year first above written.

This contract was approved by the Oregon State Highway Commission on July 28, 1970, at which time the Secretary for the Commission was authorized and directed to sign said contract for and on behalf of the Commission. Said authority is set forth in Volume 55, Page ______, Minute Book of the Oregon State Highway Commission.

Floyd Query
Floyd Query, Secretary

APPROVED:

A E Johnson
Assistant State Highway Engineer

APPROVED AS TO FORM:

Chief Counsel
Asst.

CONTRACTOR:

By Harold E. Bailey, Pr.

Executed by the Contractor in the presence of:

Part G
JSI:cr
5/22/67

subject to the conditions provided herein One Thousand Six Hundred Ninety DOLLARS ($ 1,690.00) in the manner and at the time herein provided.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year first above written.

This contract was approved by the Oregon State Highway Commission on July 28, 1970, at which time the Secretary for the Commission was authorized and directed to sign said contract for and on behalf of the Commission. Said authority is set forth in Volume 55, Page _______, Minute Book of the Oregon State Highway Commission.

Floyd Query
Floyd Query, Secretary

APPROVED:
A E Johnson
Assistant State Highway Engineer

APPROVED AS TO FORM:
F. C. McKinney
~~Chief~~ Counsel
Asst.

CONTRACTOR:
H. E. Bailey Equipment Rental Inc.
By Harold E. Bailey, Pres.

Executed by the Contractor in
the presence of:

W H Hooker

Part F
JSI:cr
5/22/67
E-662

PART F

CLEARING OF GARDEN VALLEY ROAD-
FAIRGROUNDS SECTION OF THE PACIFIC
HIGHWAY IN DOUGLAS COUNTY

PERFORMANCE BOND

(Demolition Contract)

KNOW ALL MEN BY THESE PRESENTS:

That we, Hal Bailey Equipment Rentals, Inc.,

as principal, and United Pacific Insurance Company,

a corporation duly organized and existing under and by virtue of the laws of the State of Washington, and duly authorized to transact the business of surety in the State of Oregon, as surety, are jointly and severally held and bound unto the State of Oregon, by and through its State Highway Commission in the sum of One Thousand Six Hundred & Ninety --- DOLLARS ($ 1,690.00), for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH THAT,

WHEREAS, the principal herein has made and entered into a certain contract with the State of Oregon, by and through its State Highway Commission, a copy of which contract is annexed hereto and by this reference made a part hereof, under which contract the principal agrees to furnish certain materials and to perform certain work consisting of the demolition and removal of buildings located on the clearing of

Garden Valley Road - Fairgrounds section of the Pacific Highway

in Douglas County, Oregon.

;

Part F
JSI:cr
5/22/67

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms of such contract and shall well and truly perform all matters and things by him undertaken to be performed under said contract upon the terms proposed therein and shall do all things required of said principal by the laws of this state and shall save and hold harmless the State of Oregon, the State Highway Commission, and members thereof, its officers, employees and agents, from any claim, suit or action for direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the contract by the principal or his subcontractors, then this obligation is to be void, otherwise, to remain in full force and effect.

In no event shall the obligations under this bond be terminated without written consent of the State of Oregon, by and through its State Highway Commission.

Signed and sealed this 28th day of July, 19 70.

PRINCIPAL Hal Bailey Equipment Rentals Inc.
By Harold E. Bailey, President
(Official Capacity)

Attest: ______________________
Secretary

SURETY United Pacific Insurance Company
By ______________________
Fred E. Greatwood Attorney-in-fact

Countersigned:
TROMP-MCKINLEY-MCGRACKEN INSURANCE
By: ______________________
Fred E. Greatwood Resident Agent

APPROVED AS TO AUTHORITY OF ATTORNEY - IN - FACT
FOR THE SURETY COMPANY.
INSURANCE DIVISION - DEPT. OF COMMERCE
BY ______________________

Salem, Oregon
June 1, 1970

Fairgrounds Interchange
Garden Valley Road-Fairgrounds Section
Pacific Highway, Douglas County

Mr. C. T. Keasey
Division Engineer
Post Office Box 1128
Roseburg, Oregon

This is in reply to your letter of May 25 concerning proposed vacation of the part of Hartong Street lying north of Portland Avenue in the Fairgrounds Interchange.

We concur with your recommendation in that we do not object to the vacation, but it will be necessary to make a part of the vacation the restriction that access will not be permitted between the easterly and westerly halves of the street. This will retain our access control to the existing ramp.

After construction any excess property, plus our half of the vacated street, may be sold if we so desire.

D. J. Barbee
Design Engineer

DNS:jp

Routing

Barbee
Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
JUN 2 1970
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 25, 1970

To: Mr. D. J. Barbee
Design Engineer
SALEM

SUBJECT: Fairgrounds Interchange Section
I-5
Douglas County

I have a request from the Douglas County Land Department indicating receipt of a request to the Board of County Commissioners for vacation of that part of Hartong Street lying north of Portland Avenue. This is an unimproved street and is shown cross-hatched in orange on the attached sketch map.

The house shown immediately north of the end of this street is accessed from Kendall Avenue and does not use Hartong.

Since we own the property fronting the entire westerly side of the proposed vacation, and would receive half of the street in the process, I can see no objection.

There is more involved in this proposal than first meets the eye. The Oregon Water Corporation, which furnishes all the domestic water supply for Roseburg and vicinity, needs to locate a booster pumping station in this area along Portland Avenue. By promoting the vacation of the street so that we get some surplus property, they hope to be able, through a permit or by purchase of the property, to be able to locate the pumping station on this site. From the slope lines indicated on this sketch, it appears that we will have enough surplus property to be able to sell a site following construction.

This would probably leave a piece of landlocked property in the back (at the northerly end) but the surplus here could probably be sold to an adjacent owner.

At any rate, the vacation of the street is not dependent in any way on the location of the pumping station, even though the reverse is true, and I recommend that the proposed street vacation be approved.

T. Keasey
C. T. KEASEY
Division Engineer

CTK:ejb
Attach.

Routing
4 Barbee
3 Hall
1 A. Olson
Sample
Terpin
Swanson
Trout ↑
Wills
Heckleman
Scott
R. Olson
Carstensen

RECEIVED
MAY 27 1970
DESIGN
DIVISION

SP*52475-734

TO

Oregon State Highway Department
POBox 1128
Roseburg, Oregon 97470

FROM

DOUGLAS COUNTY LAND DEPT.
Room 213 Courthouse
ROSEBURG, OREGON 97470
(Area Code 503) 672-3311 Ext. 79

SUBJECT

Hartong Street in Umpqua Park Addition to City of Roseburg

DATE

May 22, 1970

MESSAGE:

Attention: Mr. Keasey

Request has been made to the Board of County Commissioners to vacate that part of Hartong Street north of Portland Avenue.

Does your department have any objections to such action?

ROSEBURG DIVISION
RECEIVED
[illegible]
K

DE	ADE	ADE	ADE	DCE

REPLY
Reply .... Action ....

REPLY TO ⟶

SIGNED Lynn Cooper
Lynn Cooper Asst Land Agent

ORIGINATOR-DO NOT WRITE BELOW THIS LINE

REPLY

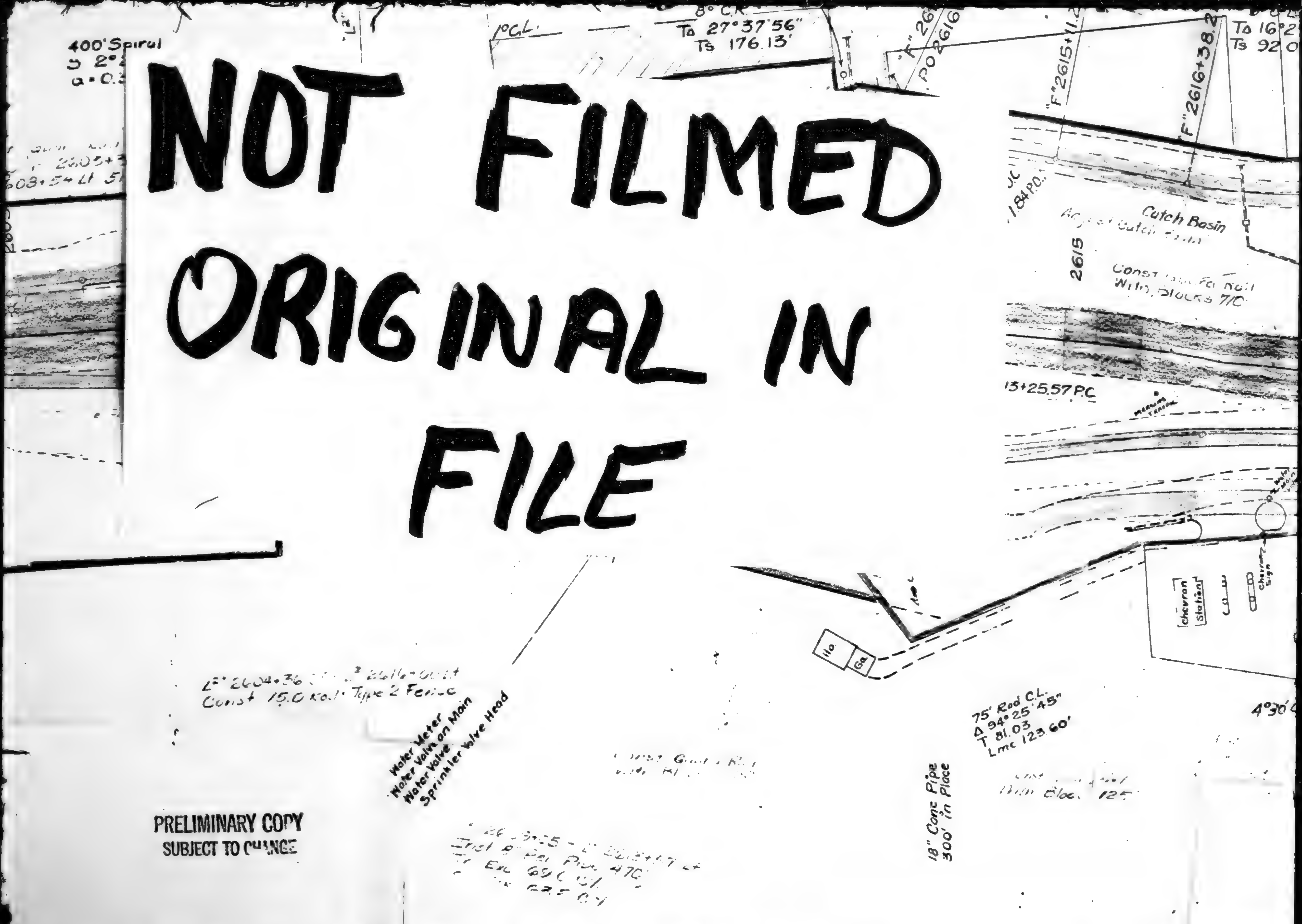
DATE

SIGNED

SEND PARTS 1 AND 3 INTACT-PART 1 WILL BE RETURNED WITH REPLY

RETURN TO ORIGINATOR

NOT FILMED
ORIGINAL IN
FILE


400' Spiral
8° C.R.
To 27°37'56"
Ts 176.13'
"L²"
1°C.L.
"F" 26
PO 2616
"F" 2615+11.
"F" 2616+38.2
To 16°2
Ts 92.0
.184 P.O.
Catch Basin
2615
Const Metal Rail With Blocks 7/C
13+25.57 P.C.
Chevron Station
Chevron Sign
Ho
Ga
75' Rad C.L.
Δ 94°25'45"
T 81.03
Lmc 123.60'
4°30'
Water Meter
Water Valve on Main
Water Valve
Sprinkler Valve Head
Const 15.0 Rail Type 2 Fence
18" Conc Pipe
300' in Place

PRELIMINARY COPY
SUBJECT TO CHANGE

I-5

Salem, Oregon
May 25, 1970

Garden Valley Road-Fairgrounds Section
Pacific Highway (I-5)
Douglas County

MEMO TO THE FILES

A combination corridor and design hearing was held on the above project on March 17, 1970 p.m. in the courthouse in Roseburg. Approximately 65 persons attended the hearing.

A hearing had been held for the same section on February 20, 1969. After that hearing it was decided that the proposed project should be reviewed again. It was determined that two major changes in design be made: An additional on-ramp for northbound traffic was added to the Harvard Avenue Interchange; the curve around Mt. Nebo was flattened. These were the two design features that were brought up at the first hearing.

The City Engineer of Roseburg made a statement with several items mentioned. All the problems mentioned will be taken care of in the design or should be handled through the agreement.

The remaining statements were of a personal nature and will be taken care of at the time of right of way negotiations.

Donald E. Keyes
Preliminary Rural Supervisor

DEK:jp
cc: F. B. Klaboe
F. E. Terpin

Routing
1 Larbee
2 Hall
A. Olson
Sample
Terpin
Swanson

RECEIVED
MAY 29 1970
DESIGN
DIVISION

Trout 4
Wills
Hackleman
Scott
R. Olson
Carstensen

May 25, 1970

DESIGN DIVISION REPORT
GARDEN VALLEY ROAD-FAIRGROUNDS SECTION
PACIFIC HIGHWAY (I-5)
DOUGLAS COUNTY

A combination corridor and design public hearing was held on the Garden Valley Road-Fairgrounds Section of the Pacific Highway (I-5) in Douglas County on March 17, 1970 at 7:30 pm in the Courthouse Annex at Roseburg. Approximately 65 persons attended the hearing.

A copy of the transcript of the hearing is enclosed describing the design of the proposed project and listing the physical characteristics. A small scale hearing map is attached.

A combination corridor and design public hearing on the same project was held on February 20, 1969 at 7:30 pm in the Court Auditorium, Douglas County Courthouse, Roseburg. After that hearing it was determined that the alignment and interchange design should be reviewed. An additional on-ramp for northbound traffic has been added to the Harvard Avenue Interchange. The curve around Mt. Nebo has been revised to a lesser degree of curve. These were the two design features that were brought up at the first hearing held in February of 1969.

The proposed construction will consist of widening the existing highway, realignment of the curve at Mt. Nebo, reconstructing the Harvard Avenue Interchange, and some minor changes at the Fairgrounds Interchange. The widening of the existing highway will provide a 16-foot median, four 12-foot travel lanes, and 10-foot shoulders.

The City Engineer of Roseburg, representing the City of Roseburg, was the first to make a statement. His statements were in regard to engineering problems and changes that will be taken care of in the agreement to be negotiated. Following are some of the problems mentioned:

1. Do not replace existing sidewalk on the south side of Harvard Boulevard between Umpqua and Bellows, but instead place a sidewalk on the north side of Harvard Boulevard between Bellows and Umpqua. This is being investigated.

2. The second problem involves cars stopping in the roadway in front of the high school to drop off students. This is a problem that will need further review.

3. Access between Bellows Street and Chatham Drive requires additional study.

4. The fourth item pertains to lighting and this should be taken care of in the agreement.

5. Item five requests that the State Highway Division, the City of Roseburg, and School District No. 4 work together to improve the traffic movements in the area of the school on Chatham Drive and Harvard Boulevard

All the above items are of a minor design nature and should be resolved without any difficulties. Some of the items will have to be included in the agreement between the City, County and State.

A representative for the Douglas Community Hospital spoke. Their concern was to make sure that the sound barrier be maintained as constructed originally. They were also interested in any grade change that would cause the larger trucks to shift gears and create noise. The grade change will be so minor that this should not create an y undue noise.

The County Engineer wrote a statement on behalf of the Douglas County Board of Commissioners giving their concurrence with the proposed project.

A statement was received from the Douglas County School District No. 4 stating that they had no objections to the construction as proposed.

The remaining statements received at the hearing and those received after the hearing were more in the nature of individual problems. These will have to be taken care of at the time of right of way negotiations.

March 4, 1970

GARDEN VALLEY ROAD-FAIRGROUNDS SECTION
PACIFIC HIGHWAY (INTERSTATE 5)
DOUGLAS COUNTY

The northerly end of the proposed project is approximately 0.4 of a mile north of the South Umpqua River crossing. The southerly end of the proposed project is approximately 0.7 of a mile south of the Fairgrounds Interchange.

The average traffic for this section of the Pacific Highway during 1968 was 10,400 vehicles daily, of which nearly 20 percent were trucks. The 1989 traffic volume is estimated at 19,200 vehicles daily. The computed capacity of the existing facility is 36,400 vehicles daily. Although the capacity of the freeway portion is adequate, the project is needed to bring this portion of the project to present freeway standards, including the improvement of the alignment of the curve at Mt. Nebo; also to reconstruct the Harvard Avenue Interchange to conform with present standards.

The right of way required for the proposed project will displace seven businesses. There will also be about 36 families consisting of an estimated 72 persons displaced.

Referring to the hearing map you will note the various colors. The yellow area is existing pavement that will remain in place. The green indicates the existing pavement that will be removed. The red is the new construction which includes the areas where an overlay of the existing highway is planned.

The proposed construction will consist of widening the existing highway, realignment of the curve at Mt. Nebo, reconstructing the Harvard Avenue

Interchange, and some minor changes at the Fairgrounds Interchange. The widening of the existing highway will provide a 16-foot median, four 12-foot travel lanes, and 10-foot shoulders.

The proposed horizontal alignment will follow the existing highway from the northerly end of the project to Bellows Street, with the widening being on the easterly side in this area. The existing 10 degree curve around Mt. Nebo will be flattened to a 6 degree curve. From the southerly end of the proposed 6 degree curve the alignment will follow the existing highway to the southerly end of the project, with the widening being on both sides in this area.

The proposed vertical alignment will follow the grade of the existing highway from the northerly end of the project to a point approximately 400 feet northerly of Bellows Street. At this point the grade will begin to raise to cross Harvard Avenue at a higher elevation. The higher grade will continue to the southerly end of the proposed 6 degree curve. From the southerly end of the 6 degree curve the proposed grade will merge with and follow the existing grade to the southerly end of the proposed project.

The existing structure over the South Umpqua River will be reconstructed to accommodate the wider improved facility. The existing structure at Bellows Street will be raised and widened. The existing structure at Harvard Avenue will be removed and replaced with a wider structure. The existing structure over Portland Avenue will be widened on both sides.

The entire Harvard Avenue Interchange will be reconstructed. The same general pattern of exit and entrance ramps that presently exists will be expanded to meet current standards. A new northbound ramp will be added to the interchange pattern. This proposed ramp will leave Harvard Avenue just east of the structure and connect to Interstate 5 approximately 600 feet north of the Bellows Street structure. This redesign and reconstruction of the existing interchange will provide a safer and better facility. At the request of and in cooperation with Douglas County, a portion of Harvard Avenue will be included in the proposed project.

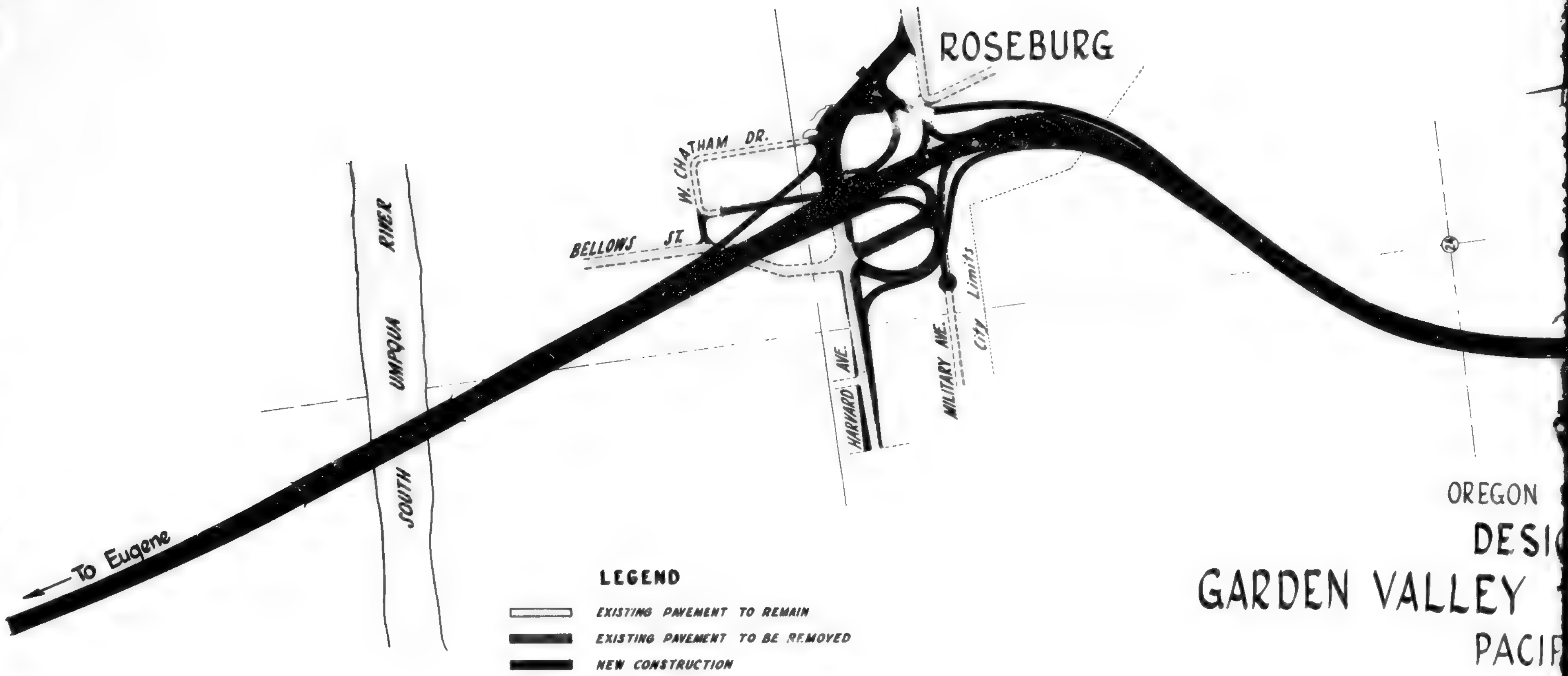
The Fairgrounds Interchange will have some minor revisions in that both the southbound and northbound exit and entrance ramps will be revised to provide safer on and off movements to the freeway.

The physical characteristics of the proposed project are as follow:

Total Length	2.5 miles
Total Central Angle	133°06'
Total Number of Curves	4
Maximum Degree of Curve	6°00'
Number of Maximum Curves	1
Maximum Central Angle, 1 Curve	62°00'
Maximum Grade	1.7%
Length of Maximum Grade	1,020 feet
Total Rise and Fall	76 feet
Highest Grade Elevation	506 feet

Access on the proposed project will be completely controlled.

The handling of traffic during construction will present some problems. Reduction to one lane each way and short delays on the freeway portion of the project may be necessary at times. The Harvard Avenue Interchange ramps will be kept in operation as much as possible, with signing provided to route traffic through other interchanges during the time any of the ramps must be closed.


ROSEBURG
W. CHATHAM DR.
BELLOWS ST.
SOUTH UMPQUA RIVER
HARVARD AVE.
MILITARY AVE.
City Limits
To Eugene
LEGEND
EXISTING PAVEMENT TO REMAIN
EXISTING PAVEMENT TO BE REMOVED
NEW CONSTRUCTION

OREGON

DESI

GARDEN VALLEY

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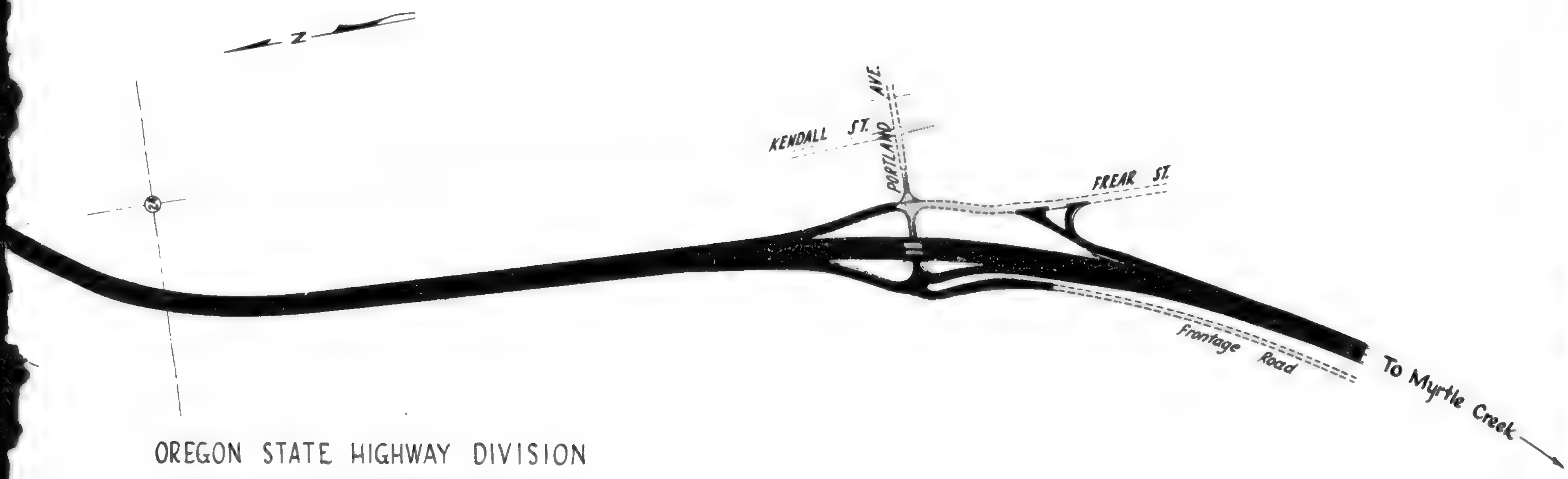
N
KENDALL ST.
PORTLAND AVE.
FREAR ST.
Frontage Road
To Myrtle Creek

OREGON STATE HIGHWAY DIVISION

DESIGN HEARING MAP

EN VALLEY RD.—FAIRGROUNDS SECTION

PACIFIC HIGHWAY (I-5)
DOUGLAS COUNTY

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
December 30, 1969

ADDENDUM
SUBJECT: Garden Valley-Fairgrounds Section
Interstate 5 Highway
Douglas County

To: Mr. D. J. Barbee
Design Engineer

BUILDING

Attention Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

Attached is a copy of the supplemental information for the Phase II Relocation Report on the subject section which was submitted to you with my letter of November 26, 1969.

G. E. ROHDE
Chief Counsel

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ
Attachment
cc R. E. Simpson/w/att.
R. L. Porter
F. B. Klaboe
Victor Wolfe
L. H. Young/w/att.
Floyd Query
G. E. Rohde
H. S. Cox
R. L. Schroeder/w/att.

T

Garden Valley-Fairgrounds Section
Interstate 5 Highway
Douglas County

December 23, 1969

PHASE II RELOCATION REPORT

SUPPLEMENTAL INFORMATION

An examination of listings for rent and for sale in the Roseburg area resulted in the following findings.

1. Roseburg Multiple Listing offerings consist of approximately 50 dwellings listed for sale and priced at $20,000 or less. Of this amount, 17 were two bedroom and 33 three bedroom dwellings.

2. Newspaper advertising on this date indicates approximately 25 houses for sale by independent nonmultiple real estate offices.

3. Nine dwellings were advertised for sale by private owners.

4. For rent houses advertised in the current issue of the local newspaper are as follows:

   Four 1-bedroom
   Three 2-bedrooms
   Two 3-bedrooms
   One 4-bedrooms

5. Duplexes advertised for rent are as follows:

   One 1-bedroom
   One 2-bedrooms

6. Apartments advertised for rent are as follows:

   Fourteen 1-bedroom apartments
   Nine 2-bedroom
   Two 3-bedroom

Analyzing the above information, it is found that on this date there are 84 dwellings listed for sale, 10 houses listed for rent, two duplexes listed for rent, 25 apartments listed for rent. Many for sale and for rent units are advertised periodically. This would indicate considerable larger number to be available. It is understood, of course, that all of the above listings are not necessarily suitable for the relocatees on this project.

Surrounding areas such as Winston and rural areas nearby were not considered in the above. Many local residents prefer to live in outlying areas and an appreciable number of for sale and for rent housing is available within a reasonable distance of Roseburg.

F. M. North

F. M. North
Liaison Agent

FMN:gl

FORM E-90 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1969

SUBJECT: Public Hearing Documentation
Garden Valley Road -
Fairgrounds Section
Pacific Highway

To: Don Keyes
Preliminary Rural Supervisor

BUILDING

This project is necessary in order to alleviate the potentially dangerous curve at Mount Nebo. The existing 10 degree curve will be flattened to a ~~7 degree 30 minute~~ 6° 00' curve.

During the period from January 1, 1963 to December 31, 1968, the accident rate for this section of highway was 3.85 accidents per million vehicle miles. During 1967 the accident rate for all urban sections on the Interstate Highway System was 1.40 accidents per million vehicle miles.

The average daily traffic for this section of highway during 1968 was 10,400 vehicles. Trucks comprised slightly over 20 percent of this volume. The estimated 1989 traffic volume is 19,200 vehicles. The computed capacity for the existing facility is 36,400 vehicles daily.

Public utilities which may be affected as a result of constructing this project are California Pacific Utility, Douglas Cable T.V., Oregon Water Corp., Pacific Northwest Bell Telephone, Pacific Power and Light and the City of Roseburg Sewer Department.

Although there is not a capacity deficiency on the freeway portion of this project, severe congestion would exist at the Harvard Avenue Interchange if a redesigned interchange is not constructed by 1989. The proposed Harvard Avenue Interchange will eliminate traffic conflicts which are hazardous and conducive to congestion.

RECEIVED
DEC 4 1969
DESIGN
DIVISION

Barbee
Hall
✓ A. Olson
Sample
Terpin
Swenson
Trout T
W.P.
Hackleman
Scott
R. Olson
Carstensen

Robert L. Schroeder
Assistant Traffic Engineer

RER:bls

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
November 26, 1969

SUBJECT: Garden Valley-Fairgrounds Section
Interstate 5 Highway
Douglas County

To: Mr. D. J. Barbee
Design Engineer

BUILDING

Attention Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

Attached is a copy of the Phase II Relocation Report on the subject section.

G. E. ROHDE
Chief Counsel

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ
Attachment
cc R. E. Simpson/w/att.
R. L. Porter
F. B. Klaboe
Victor Wolfe
L. H. Young/w/att.
Floyd Query
G. E. Rohde
H. S. Cox
R. L. Schroeder/w/att.

Routing
Barbee
Hall
A. Olson
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Swenson
1 Keyes

RECEIVED
NOV 28 1969
DESIGN DIVISION

Trout ✓
Wills
Hackleman
Scott
R. Olson
Carstensen

Garden Valley-Fairgrounds Section
Interstate 5 Highway
Douglas County
November 21, 1969

PHASE II RELOCATION REPORT

The following occupants are expected to be displaced by construction of the above section. This report is based on the latest relocation map which provides for a north-bound on-ramp northerly from Harvard Avenue.

Davis - This is a two bedroom renter occupied dwelling presently occupied by husband and wife who desire to remain in the Roseburg area.

James - This is a two bedroom dwelling occupied by the father of the owner who is an elderly, retired gentleman. The owner's family live in a second dwelling at the rear of the lot. The displaced gentleman would probably live in the nearby area or move in with his children.

Marx - This is a two bedroom, single family, renter occupied dwelling. The occupants consist of a husband and wife who are presently retired and would live in any close-in Roseburg area.

Kruse - This is an older, two bedroom dwelling which has already been considered a hardship case and appraisal made and offer to purchase made. At the time of the negotiator's contact the renter was not qualified for relocation due to having moved in within the last 30 days.

Morrell - This is a four bedroom dwelling occupied by the owner who is an elderly widow. Owner is planning to move to an apartment or her daughter's home when she leaves the subject property. This property has also been considered as a hardship, appraisal made and offer presented.

Bladhorne - This is a large four bedroom dwelling occupied by husband and wife who want to remain in the Roseburg area. Some time ago this owner requested the hardship consideration and an appraisal was made and an offer refused.

Hatfield - This is a two bedroom dwelling occupied by the mother of the owner with a retired lady. Alternate housing in the close-in Roseburg area would be satisfactory.

Moether - This is a small two bedroom dwelling occupied by a renter. The family consists of an elderly man and wife who are retired. Any close-in, low cost, Roseburg dwelling would be satisfactory.

Garhart - This is a two bedroom dwelling occupied by a man and wife who are renters. Any low cost Roseburg rental would be satisfactory to these people who are presently welfare recipients.

DuFresne - This two bedroom dwelling has recently been purchased by the State on the hardship basis. The DuFresnes have been relocated, house is now vacant.

Rauch - This is a two bedroom dwelling in very poor condition, presently unoccupied.

Wieden - This property consists of two 2 bedroom dwellings both in very bad condition and presently unoccupied.

Luellen - This property consists of two 2 bedroom dwellings and a four unit furnished apartment building. The owner has applied for hardship consideration. Appraisals are presently being made. Five of the six units are occupied by husband and wife tenants. The 6th unit, one of the dwellings, is occupied by husband and wife and small child. All of these tenants wish to live in the Roseburg area.

Smalle - This is a two bedroom single family dwelling occupied by a contract purchaser, his wife and son who wish to remain in the Roseburg area.

Thillits - This is a three bedroom single family dwelling occupied by the owner and wife and one son. They are interested in remaining in the immediate Roseburg area.

McDonald - This is a two bedroom dwelling occupied by husband and wife renters who wish to remain in the Roseburg area.

Joelson - This is a two bedroom dwelling occupied by renters consisting of husband and wife. Anywhere in the Roseburg area would be satisfactory replacement housing.

Grover - This is a four bedroom, owner-occupied dwelling. The owner is a local business man and is believed to own other residential property in the area.

Bernard - This is an owner-occupied four bedroom dwelling. Family consists of husband and wife. Any close-in Roseburg area would be a satisfactory replacement.

Dilworth - This is a four bedroom dwelling occupied by the owner who is a widow living alone. Close-in Roseburg area location would be satisfactory.

Barnes - This is a three bedroom, owner-occupied dwelling occupied by husband and wife and one child.

Hoffman - This is a four bedroom, owner-occupied dwelling. Family consists of husband and wife and two grown children.

Pattison - This is a four bedroom dwelling occupied by a renter. Family consists of three adults.

Pattison - This is a two bedroom dwelling occupied by husband and wife who are renters.

Murphy - This is a five bedroom, renter-occupied dwelling. Family consists of husband and wife and three children.

Martin - This is a two bedroom, renter-occupied dwelling. Family consists of two adults.

Brand - This is a four bedroom, renter-occupied dwelling. Family consists of husband and wife and three grown children.

Winter - This is a renter-occupied, two bedroom dwelling. Family consists of a husband and wife.

Long - This is an owner-occupied, two bedroom dwelling occupied by one adult.

Shinn - This is an owner-occupied, two bedroom dwelling.

Highway Department - This is a four bedroom dwelling owned by the Highway Department.

The above described 32 single family dwellings and one four unit apartment house will be removed by the proposed construction. In addition to the above, seven business operations will be displaced. They are as follows:

Humble Oil - This is a large new service station in a very good location. 1

Horn - This is a small commercial building housing a real estate office and a flower shop. 2

Logan - This consists of a hand-out restaurant serving hamburgers and hot dogs to the nearby high school students. 1

Phillips - This is a large Texaco service station. Also a fair sized restaurant leased to an operator. 2

Kelley - This is a motel presently operated by the owner. 1

7

As described above, the total number of families to be relocated under the revised plan is 36 families, 7 businesses. Of this number, the families wishing to purchase substitute housing should find adequate listings available. Rentals, however, are in rather short supply. It is believed, however, that all these displacees could be relocated within a reasonable length of time.

No federal or state programs affecting the availability of replacement housing are known to exist in the immediate area of this project. Many of the displacees were noted to be retired people. It was particularly noted that many of the dwellings were four bedroom dwellings occupied by only two people. Several of the displacees worked for Roseburg Lumber Company located several miles from town. Any location in the area would be satisfactory for these people.

36 families
72 persons
7 Businesses

No concurrent displacement by other government agencies or private concerns is in prospect in this area.

Relocation of the above described families can be accomplished by finding substitute housing in the Roseburg area. Roseburg is a city of 15,000 people with a considerably greater population outside the city limits. A population of this size has a continual changing list of properties for sale and for rent. Many of the small family units now living in large four bedroom dwellings will not be able to find large four bedroom replacements. They will undoubtedly find satisfactory smaller houses in the area. In almost all cases the amount of land required will not leave sufficient land for moving the house to the remaining land. Rentals are in rather short supply and will be the most difficult relocation problem. It is believed, however, that orderly relocation can be accomplished within a reasonable length of time.

The total right of way cost is estimated at $1,002,620 for the right of way required as shown on the revised location map received November 18, 1969.

Lead time for the project is estimated at 12 months from time of authorization.

F. M. North
F. M. North
Liaison Agent

FMN:gl

5 11

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APR 22 1970
FOR FILING

800

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

Klaboe

April 17, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

GARDEN VALLEY INTERCHANGE-FAIRGROUNDS ROAD SECTION-PACIFIC HIGHWAY

Your Notice of Intent has been referred to the appropriate state agencies for review. All have expressed approval of the project. Comments included a caution against encroachment of the streambed adjacent to the road alignment.

We are pleased to add our approval.

Ed

Edward G. Westerdahl, II

4-21-70
REFERRED TO
Young
By A. J. State Hwy. Engr

NOTED
R. L. PORTER

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OFFICE OF
STATE HIGHWAY ENGINEER

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5003

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 9, 1970

Mr. Randolph Slocum
P. O. Box 899
Roseburg, Oregon 97470

Garden Valley-Fairgrounds
Section
Pacific Highway
Douglas County

Dear Mr. Slocum:

Mr. Query has referred your April 3, 1970, letter to us for reply. I have also discussed your letter with our Design Engineers.

We do not have descriptions for our necessary right of way for this project, and do not know the exact requirements from the Enco Service Station at the Harvard Avenue Interchange. When we receive the descriptions and authorization to purchase, we will know what the requirements are.

We are forwarding a copy of your letter to Mr. L. W. Riley, District Supervisor, Oregon State Highway Division, P. O. Box 1128, 1523 S. E. Cobb Street, Roseburg, Oregon 97470, telephone 672-6441. Mr. Riley will contact you as soon as he has additional information in regard to your client's property.

Very truly yours,

D. H. Moehring
Right of Way Engineer

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

JRO:JH

NOTED
FLOYD QUERY

RECEIVED
MAR 30 1970

FOR FILING
8003

Salem, Oregon
March 27, 1970

Garden Valley Road-Fairgrounds
Section
I-5
Douglas County

Mr. Leonard I. Lindas
Assistant Attorney General
and Counsel

BUILDING

You have received a copy of John Quiner's memo on the above project which refers particularly to the removal of certain trees in the vicinity of the Douglas Community Hospital.

Would you please analyze the problem for me and advise me of your findings.

F. B. Klaboe
Assistant State Highway Engineer

FBK:sr

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D.H. Moehring
F. D. Morgan
D. J. Barbee

4-17-70 Barbee advises we will not remove any of the trees between the hospital and our facility. FBK.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 23, 1970

SUBJECT: Garden Valley Rd.-Fairgrounds Sec.
Public Hearing
I-5
Douglas County

To: MEMO TO THE FILES

At the conclusion of the formal portion of the public hearing on the subject project held on March 17, 1970, I had a discussion with Mr. Dan Dimick, Attorney for the Douglas Community Hospital. As mentioned in his presentation during the public hearing, he was concerned about the noise level being increased at the hospital if any of the trees or shrubs were removed from the highway next to the hospital.

After the formal portion of the hearing had been concluded, I talked to Mr. Dimick and informed him that as a result of raising and widening both the Bellows Street structure and Harvard Avenue structure the trees and shrubs would have to be removed between the two structures and southerly of Harvard Avenue. During our conversation, Mr. Dimick revealed that during right of way negotiations for the original project (about 1954) they were paid $750.00 for the land and $15,000 in damages due to the anticipated increase in noise at the hospital. He also indicated that as part of their settlement the State agreed to plant trees as a sound barrier along the highway.

Since we are not buying any right of way from the Douglas Community Hospital under the new proposed project, there should not be any immediate problems resulting from the loss of these trees and shrubs. However, it is entirely possible after the trees and shrubs are removed that an inverse condemnation could be brought against the State based on an increase in the noise level.

To possibly forestall any inverse condemnation against the State, it is recommended that just prior to removing any trees or shrubs a recording be made to measure the (db's) noise level. A second recording should be taken just after the trees are removed. This information would prove what effect, if any, the removal of the trees and shrubs would have on the noise level. From a recent Highway Research Board report, trees and shrubs as they now exist along the freeway next to the hospital do not effectively reduce the noise level.

NOTED
VICTOR D. WOLFE

RECEIVED
MAR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

John Quiner II
JOHN QUINER II
Assistant Division Engineer

JQII/cw
cc V. D. Wolfe ✓ D. J. Barbee D. H. Moehring
L. T. Lindas R. D. Morgan

General Files Copy

CEIVED
AR 20 1970

8003

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 18, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notice of Intent to apply for federal assistance for four federal-aid projects as follows:

State Administrative District No. 2

Federal-Aid Primary	Ava Avenue-Burnside Street Section Mt. Hood Highway

State Administrative District No. 2 and 3

Federal-Aid Interstate	Hubbard Interchange-Hayesville Intchge. Section Pacific Highway

State Administrative District No. 3

Federal-Aid Interstate	Hayesville Interchange-Battle Creek Section Pacific Highway

State Administrative District No. 6

Federal-Aid Interstate	Garden Valley Intchge.-Fairground Road Section Pacific Highway

The estimated date of filing for federal-aid funds on these projects varies from June 1970 to September 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
R. W. ELLISON
L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
H. S. Cox
R. L. Schroeder
B. L. Gifford
R. N. Chase

ATTACHMENT B

NOTICE OF INTENT
March 18, 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency: State Highway Division — Salem (Address)
Contact Person: L. H. Young — 2761 (Phone)

1. Project Location

Administrative District: 6 City: Roseburg
County: Douglas Special District(s) (if applicable):
Other affected jurisdictions/agencies:

---

2. Federal Program

Common Program Name: Federal-Aid Interstate
Authorizing Legislation: Title 23, U.S.C. Highways (Public Law No. and Title)
Fed. Admin. Agency: Dept. Department of Transportation
Agency: Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant	6,900,000	Source of State Agency Share (if any)	
Local Applicant Share	-	General Fund	-
*State Agency Share	600,000	Other Funds (specify)	-
Other (specify)	-		
TOTAL	7,500,000	*Total State Agency Share	600,000

*Indicates totals should be equal.

---

4. Estimated Application Filing Date: June 1970

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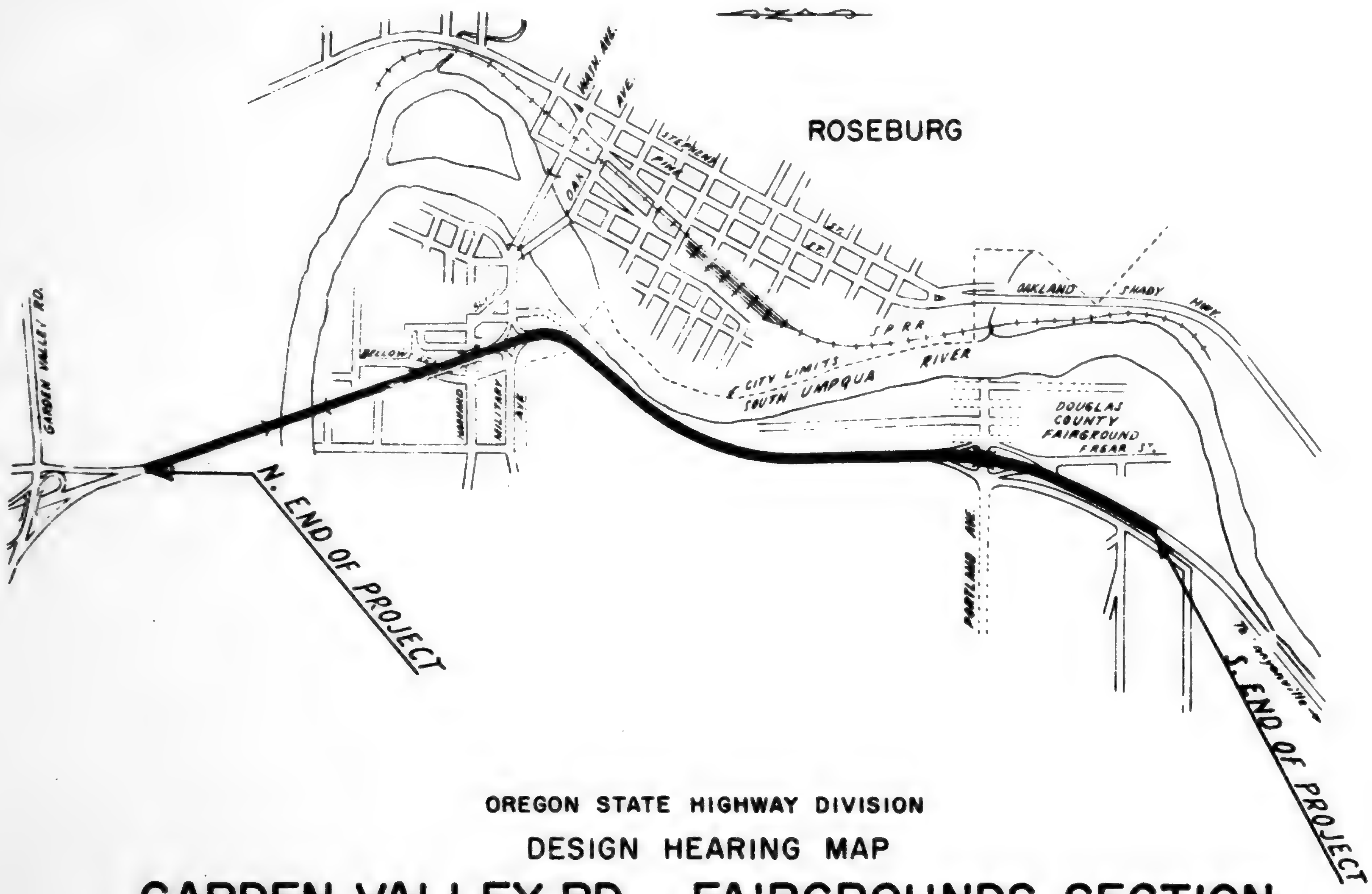
5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

GARDEN VALLEY INT.-FAIRGROUNDS ROAD SECTION. Pacific Highway.
Project to consist of preliminary engineering, right of way acquisition, grading, paving, structures, and incidental work to improve the existing 4-lane facility to meet current freeway and safety standards for 4-lane Interstate Highways.

Length of Project	2.5 miles
Estimated ADT	1968 = 10,400 1989 = 19,200
Standards	Interstate
Typical Section	Proposed project will have four 12-foot travel lanes with 10 - foot shoulders and a 16-foot median.
Structures	Existing Structures will be reconstructed to accommodate the wider facility.

See attached map for geographic location.


ROSEBURG
WASH. AVE.
AVE.
STEPHENS
PINE
OAK
ST.
ST.
BELLOWS ST.
HARVARD
MILITARY
AVE
GARDEN VALLEY RD.
N. END OF PROJECT
℄ CITY LIMITS
SOUTH UMPQUA
RIVER
S P R R
OAKLAND
SHADY
HWY.
DOUGLAS
COUNTY
FAIRGROUND
FREAR ST.
PORTLAND AVE.
S. END OF PROJECT

OREGON STATE HIGHWAY DIVISION

DESIGN HEARING MAP

GARDEN VALLEY RD. FAIRGROUNDS SECTION

PACIFIC HIGHWAY

DOUGLAS COUNTY

Salem, Oregon
February 5, 1970

Harvard Avenue Interchange
Garden Valley Road-Fairgrounds Section
Pacific Highway (I-5)
Douglas County

Mr. A. W. Bates
Resident Engineer
Post Office Box 1128
Roseburg, Oregon 97470

As discussed with John Quiner by phone, I am sending copies of all data on subject section having to do with drainage in the Harvard Avenue Interchange. It would appear that the field survey tied into existing lines and that no new outfalls were planned. Their original showing existing and proposed utilities is enclosed and should be returned when you are finished with it. No data was found on drainage computations.

Copies of the current plan and profiles are enclosed for your use, along with other plan sheets which might be of value to you. The 1" = 50' contour map is well marked "Preliminary, Subject to Change" because of the coordinates shown on various points. These may be revised slightly and we will have enough trouble without having an additional set of coordinates floating around.

If you have any questions please contact me.

D. J. Barbee
Design Engineer

By
ADOlson
A. D. Olson
Preliminary Design Engineer

ADO:jp
Enclos.
cc: John Quiner II

1/2 B

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 23, 1970

SUBJECT: Garden Valley Interchange-
Fairgrounds Interchange
(Mt. Nebo)
Pacific Highway -1
Douglas County
98-6-16

To: Mr. D. J. Barbee
Design Engineer
SALEM

Attention Adrian Olson

I am enclosing herewith a copy of a deed for approximately a one acre piece of ground on top of Mt. Nebo owned by the Elks Club. The American flag which flies continuously on Mt. Nebo is located on this tract of ground. I do not believe that this property showed on the original map which was submitted to Salem.

John Quiner II
JOHN QUINER II
Assistant Division Engineer

JQII/cw
Enc.

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OREGON STATE
HIGHWAY DEPARTMENT

8003

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 24, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Re: R-43495
Wieden, H. J. & Mirriam

R-43496
DuPresne, Benj. O. & Lillian
Garden Valley Road-
Fairgrounds Section-
Pacific Highway

Your file No. 08-35.7

Dear Mr. Simpson:

By your memorandum of September 30, 1969, you refer to the above-mentioned right-of-way files and raise the question as to whether or not the appraisals are on a proper legal and appraisal basis. Particularly you question whether the appraiser has improperly considered the subject properties as an assemblage creating an artificial plottage value. The answer to your question is that the appraisals are proper both from an appraisal and a legal standpoint. A study of the appraisals on these files requires a review of basic appraisal principles.

An appraisal of real property involves the determination of highest and best use. It is not unusual in urban areas to find properties devoted to residential use that have a greater value due to a short range or long range potential for commercial use. If such value is present it is the appraiser's duty to apply the same.

It is not unusual in urban areas to find small residential properties that are valued higher than justified by residential use because of such commercial potential even though the lot by itself is too small for commercial use. Usually the transition from residential to commercial use is an evolutionary process with investors or speculators paying more and more of a premium over and above residential value until land prices increase to a point where the residential structures are removed and properties are actually developed for a commercial use. Frequently the ultimate user assembles two or more properties for his use.

Related to the foregoing appraisal principles is a similar rule. When an appraiser is appraising a single parcel and there is a probability that the parcel can be developed with other properties in the immediate area, and that probability affects market value, the appraiser can consider and evaluate that probability to the extent that it is reflected in the market value of the subject property. This does not mean that an appraiser can indulge in mathematics, arbitrarily assume that the subject property along with other properties is a commercial site and arbitrarily prorate values.

Referring to the two subject properties, it is obvious that they represent difficult appraisal assignments. There is a very strong commercial influence in the area because of the commercial developments within a few hundred feet of the subject properties. The subject properties are readily accessible from the freeway interchange. The only basic question is whether appraiser Neil Flanagan has properly analyzed the commercial influence with the other appraisal data.

The appraisals themselves have been clarified and indicate that he properly handled the appraisal of the subject properties. The properties were valued separately and the potential commercial aspect was properly analyzed. Mr. Milner Mead, Assistant Appraisal Supervisor, has obtained further documentation for the file which further explains Mr. Flanagan's reasoning in arriving at his conclusion.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg

cc: Mr. R. L. Porter
Mr. V. E. Skoog
Mr. D. H. Moehrin
Mr. Milton Mitchell
Mr. Carl Smith

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NOV 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 3, 1969

To: Mr. D. J. Barbee
Design Engineer
SALEM

SUBJECT: Harvard Avenue Re-alignment
Garden Valley Rd.-Fairgrounds Sec.
I-5

I am forwarding herewith a print of the proposed revision to Harvard Avenue between Corey Street east of I-5 and the Oak Street-Washington Street Couplet. It appears that only a very minor revision will be required to our interchange layout in order to match this proposal.

In case it has been overlooked, Douglas County has previously requested that this portion of Harvard Avenue up to the connections with the two bridges be constructed under our contract for revision of the interstate highway. If this is done, it will be necessary to design a temporary connection to the existing Oak Street Bridge since that is to be done as a separate project. The alignment information shown on this print should be sufficient for completing our design for the additional hearing requested by the city.

C T Keasey

C. T. KEASEY
Division Engineer

CTK/cw
Enc.

1 B
2 K
3 Olson
Trout
R. Olson
Carstensen

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FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 30, 1969

SUBJECT: ~~Garden Valley Road-Fairgrounds Sec.~~
I-5 Douglas Co.-1

To: Mr. D. J. Barbee
Design Engineer
SALEM

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Wills
Hackleman
Scott
R. Olson
Carstensen

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Upon receipt of the latest interchange layout sheets on the Harvard Avenue Interchange, I contacted the City of Roseburg, Douglas County, and the Roseburg Public Schools and presented each of them with a study copy of this new plan.

After due consideration by the School Board, I have been advised by Robert McKee, Superintendent, that they did not feel an additional public hearing was necessary. George Grubb, County Engineer, reviewed the plan with the County Commission and they also felt that no additional hearing would be required.

The Roseburg City Council, however, has recommended that an additional hearing be held to familiarize the people immediately affected by these changes of the effect on their property. It would appear advisable, therefore, to schedule another hearing to satisfy the city. However, I feel that this should be delayed, since Douglas County has acquired two properties which were involved in the new access to the high school and have initiated condemnation proceedings against the Arctic Circle property in order that they could realign Harvard Avenue east of the freeway to reduce the sharp curvature in this area.

George Grubb advises that their design in this area should be complete in about one week and, as soon as we can get a copy of their plan, it will be forwarded so that adjustments necessary can be made in the interchange design to fit the realigned Harvard Avenue.

Design rec'd & will be incorporated in plan for hearing.
CSC

Copies of letters received from Robert McKee, Superintendent of Roseburg Public Schools, and Joe Boatwright, Mayor, City of Roseburg, are attached. No letter will be forthcoming from Douglas County.

C T Keasey
C. T. KEASEY
Division Engineer

CTK/cw
Attach.
cc H. S. Cox

Office of the Mayor

Phone 673-4457

CITY OF ROSEBURG

744 S. E. Rose Street
ROSEBURG, OREGON 97470

September 26, 1969

Mr. Carroll Keasey
Oregon State Highway Department
Post Office Box 1128
Roseburg, Oregon

Dear Mr. Keasey:

On September 22, 1969, there was held a regular meeting of the Common Council of the City of Roseburg. One of the subjects discussed during this meeting was the Interchange of I-5 and Harvard Blvd in Roseburg.

The Council has reviewed the modifications to the I-5 Interchange at Harvard Blvd and the City Council of the City of Roseburg recommend to the State Highway Commission that another hearing be held on this matter.

Please advise what action is being taken in this matter.

Yours very truly,

Joe E. Boatwright

Joe E. Boatwright
Mayor

JEB:ml

Timber Capital of the Nation

Roseburg Public Schools

ROBERT E. McKEE, Superintendent of Schools
LOUIS F. ROCHON, Asst. Supt. - Curriculum
ROBERT B. KEADY, Asst. Supt. - Special Services
WENDELL B. SMITH, Business Manager
STANLEY G. HOLMES, Clerk

DISTRICT NO. 4, DOUGLAS COUNTY
ADM. OFFICE: 1058 W. HARVARD BLVD.
PHONE (503) 672-2696
WAREHOUSE: VALLEY VIEW DRIVE
ROSEBURG, OREGON 97470

SEPTEMBER 25, 1969

MR. CARROLL KEASEY
RESIDENT ENGINEER
STATE HIGHWAY DEPT.
1523 S. E. COBB ST.
ROSEBURG, OREGON

DEAR CARROLL:

I PRESENTED THE PRELIMINARY LAYOUT MAP ON THE HARVARD AVENUE INTERCHANGE TO THE SCHOOL BOARD IN OUR REGULAR MEETING LAST NIGHT.

WE DISCUSSED THE CHANGE OF THE INTERSECTION IN THE AREA OF THE ARTIC CIRCLE AND FEEL THE MOVE OF THIS INTERSECTION TO THE EAST OF APPROXIMATELY 50' WOULD BE TO OUR ADVANTAGE.

WE ARE CONCERNED THAT AN ADEQUATE DRIVEWAY BE PROPOSED FOR THE ENTRANCE TO THE HIGH SCHOOL GROUNDS. ACCORDING TO THE MAP, THE ENTRANCE SIZE IS NOT ADEQUATE. WHEN YOU GET TO THE POINT OF DEVELOPING THIS ENTRANCE WE WOULD APPRECIATE TALKING WITH YOU CONCERNING OUR IDEAS.

THE BOARD MEMBERS DID NOT FEEL A SECOND PUBLIC HEARING WAS NECESSARY TO REVIEW YOUR PROPOSED PLANS.

SINCERELY YOURS,

Bob McKee
ROBERT E. MCKEE
SUPERINTENDENT

REM/J

Q8

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: September 5, 1969

In reply refer to: 08-35-DB-3

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-5-3(-)126
Harvard Avenue Interchange
Garden Valley Road - Fairgrounds Section
Pacific Highway

My August 22, 1969 memorandum concerned proposed revisions to the Harvard Avenue Interchange and modification to the curve at Mt. Nebo. The proposed 6° curve at Mt. Nebo is satisfactory as a basis to proceed with design development including presentation at any public hearing that may be required.

9-9-69

Barber - Young - Edw.
Cof, Keasey

1 B
2 H
3 A. Olson

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SEP 9 1969
DESIGN
DIVISION

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5 Mack
R. Olson

RECEIVED
SEP 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I5

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 22, 1969

In reply refer to: 08-35-DB-3

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(77)126
Harvard Avenue Interchange
Garden Valley Road - Fairgrounds Section
Pacific Highway

Routing
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Sample
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Scott
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SEP 4 1969
DESIGN DIVISION

K 1600

Mr. Klaboe, by letter dated July 7, 1969 requested approval of a proposed revision to the Harvard Avenue Interchange. The primary difference between the previously approved plans and the new proposal consists of the addition of another northbound on-ramp from Harvard Avenue to I-5 and a 6° curve for Mt. Nebo in preference to the 7°30' curve previously approved.

Our capacity analysis of this interchange using 1989 traffic volume indicates that the additional northbound on-ramp is necessary in order for the interchange to operate at a satisfactory level.

We would suggest that northbound on-ramp serving traffic coming from the west on Harvard Avenue be modified into a better loop configuration. The presently designed intersection was based on left-turning traffic entering from the east on Harvard Avenue. This modification could require a change in the ramp terminal of the northbound off-ramp.

Because this revision is significantly different from the plan presented at the February public hearing at Roseburg, another public hearing may be necessary prior to our approval of the change.

REFERRED TO
Olson
Design Engr.
See note

orig to Barbee
cc Merchant
Young 8-29-69
Keasey

9/4/69
6° curve verbally approved by Valach - he will send a second letter. WK

Data to be sent to Keasey. ADL

RECEIVED
AUG 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

B/up 9/18

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

9/4/69
Barbee wrote to inform Keasey & have him discuss new plan with City - County - School locally J cc Barbee

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5, 1969

SUBJECT: Capacity Analysis
Harvard Avenue Interchange
I-5 Roseburg

To: D. J. Barbee
Design Engineer
BUILDING

RECEIVED

We have completed a capacity analysis of the Harvard Avenue Interchange for anticipated 1989 traffic volume. Attached are copies of the capacity analysis summary sheets.

This analysis was made for two proposals. Proposal No. 1 assumed only one northbound on ramp from Harvard Avenue to I-5. We further evaluated Proposal No. 1 under two alternate conditions. Alternate 1 assumed a single left turn lane from Harvard Avenue to the northbound on ramp to I-5. This condition operated unsatisfactorily at level of service E. Alternate 2 assumed double left turn lanes from Harvard Avenue to I-5 northbound. THis condition operated at level of service D while requiring a 72 foot street section from Freeway Avenue to the northbound on ramp. Also the on ramp would require 2 lanes with additional widening of the Harvard Avenue structure.

Proposal No. 2 assumed two northbound on ramps from Harvard Avenue to I-5 which eliminated the left turn condition that caused Proposal No. 1 to operate unsatisfactorily. Proposal No. 2 would operate within design capacity at level of service C. A 60 foot street section would be required on Harvard Avenue between Bellows Street and relocated West Chatham Drive in order to provide for left turn lanes. The northbound off ramp from I-5 should be widened to form two lanes as it approaches Harvard Avenue.

In order to adequately accommodate future 1989 traffic we recommend that Proposal No. 2 be adopted providing the two northbound on ramps to I-5.

R. L. Schroeder
Assistant Traffic Engineer

JH:sw

14

TRANSPORTATION STUDIES
INTERSECTION ANALYSIS SUMMARY

Project Harvard Ave. Inter. - Roseburg

Date: June 4, 1969

D.H. Year 1989

FTS

INTERSECTION Harvard Ave. - West Ramp of I-5 (Bellows St.)

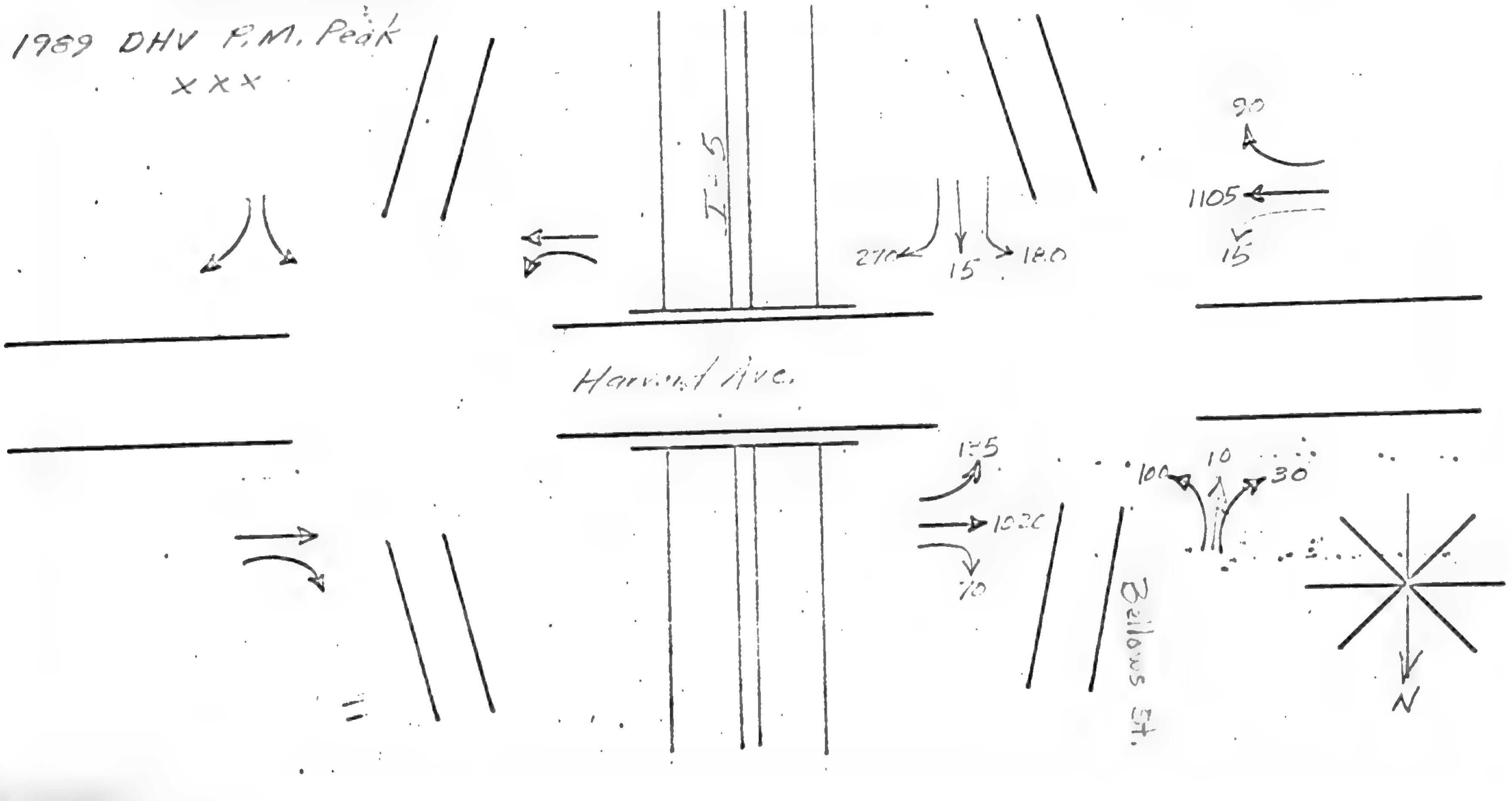
	EXISTING OR DESIGNED				REQUIRED		
Approach	No. of lanes-width		G/C	SL	No. of lanes-width	G/C	SL
N	1-12						
E	2-[illegible]	AM				AM	
S	2-24	PM	0.93	C		PM	
W	2-24						

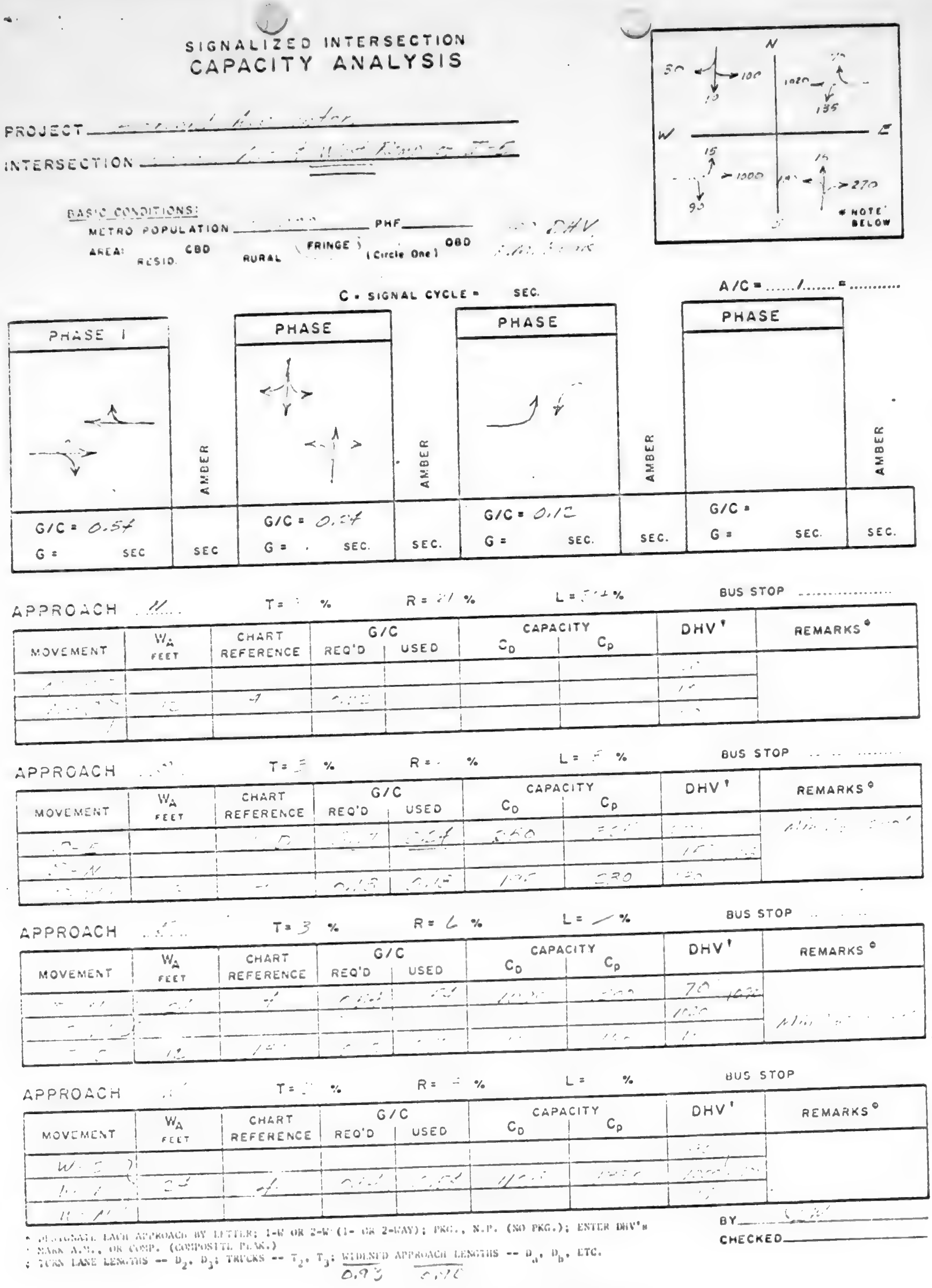
INTERSECTION

	EXISTING OR DESIGNED				REQUIRED		
Approach	No. of lanes-width		G/C	SL	No. of lanes-width	G/C	SL
N							
E		AM				AM	
S		PM				PM	
W							

Remarks

1989 DHV P.M. Peak
xxx


I-5
270
15
180
90
1105
15
Harvard Ave.
135
1020
70
100
10
30
Bellows St.
N


N
W
E
S
50
100
10
1020
70
135
15
1000
93
15
270
* NOTE BELOW
PHASE 1
PHASE
PHASE
PHASE
AMBER
AMBER
AMBER
AMBER

SIGNALIZED INTERSECTION
CAPACITY ANALYSIS

PROJECT [illegible]

INTERSECTION [illegible]

BASIC CONDITIONS:
METRO POPULATION [illegible] PHF ______ [illegible] DHV
AREA: RESID. CBD RURAL (FRINGE) (Circle One) OBD [illegible]

C = SIGNAL CYCLE = SEC.

A/C = ... / ...... = ...

G/C = 0.54 G = SEC	SEC	G/C = 0.34 G = SEC.	SEC.	G/C = 0.12 G = SEC.	SEC.	G/C = G = SEC.	SEC.

APPROACH [illegible] T = [illegible] % R = [illegible] % L = [illegible] % BUS STOP ....

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV†	REMARKS°
[illegible]							[illegible]	
[illegible]	12	4	[illegible]				10	
[illegible]							[illegible]	

APPROACH [illegible] T = [illegible] % R = [illegible] % L = [illegible] % BUS STOP ....

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV†	REMARKS°
[illegible]		[illegible]	[illegible]	[illegible]	560	[illegible]	[illegible]	[illegible]
[illegible]							[illegible]	
[illegible]	[illegible]	[illegible]	0.15	0.15	[illegible]	230	[illegible]	

APPROACH [illegible] T = 3 % R = 6 % L = — % BUS STOP ....

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV†	REMARKS°
[illegible]	[illegible]	4	[illegible]	[illegible]	[illegible]	[illegible]	70 1020	
[illegible]							1020	[illegible]
[illegible]	12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	

APPROACH [illegible] T = [illegible] % R = [illegible] % L = % BUS STOP

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV†	REMARKS°
W-S							[illegible]	
W-E	23	4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
W-N							[illegible]	

BY [illegible]

CHECKED ______

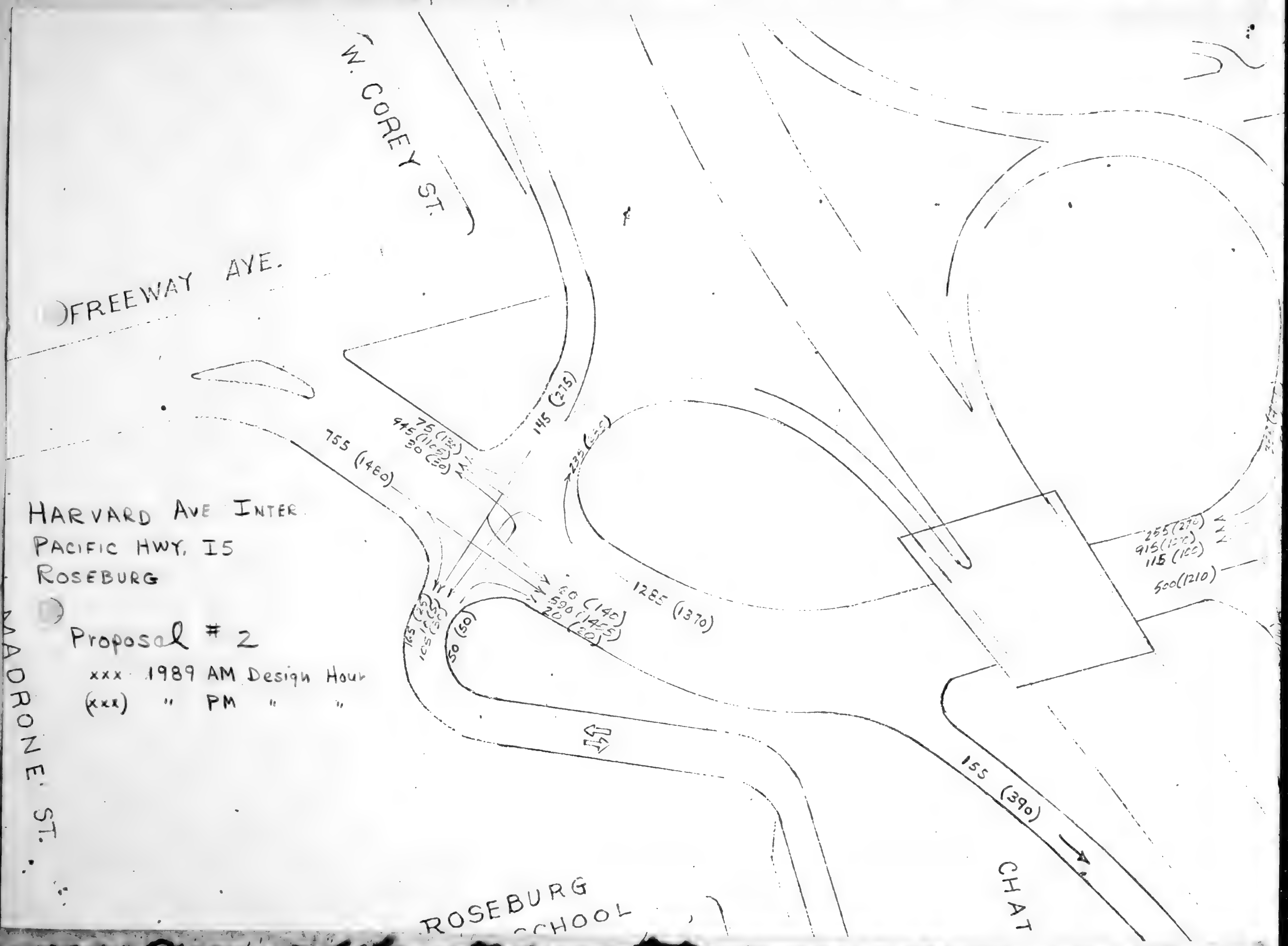
* DESIGNATE EACH APPROACH BY LETTER; 1-W OR 2-W (1- OR 2-WAY); PKG., N.P. (NO PKG.); ENTER DHV's

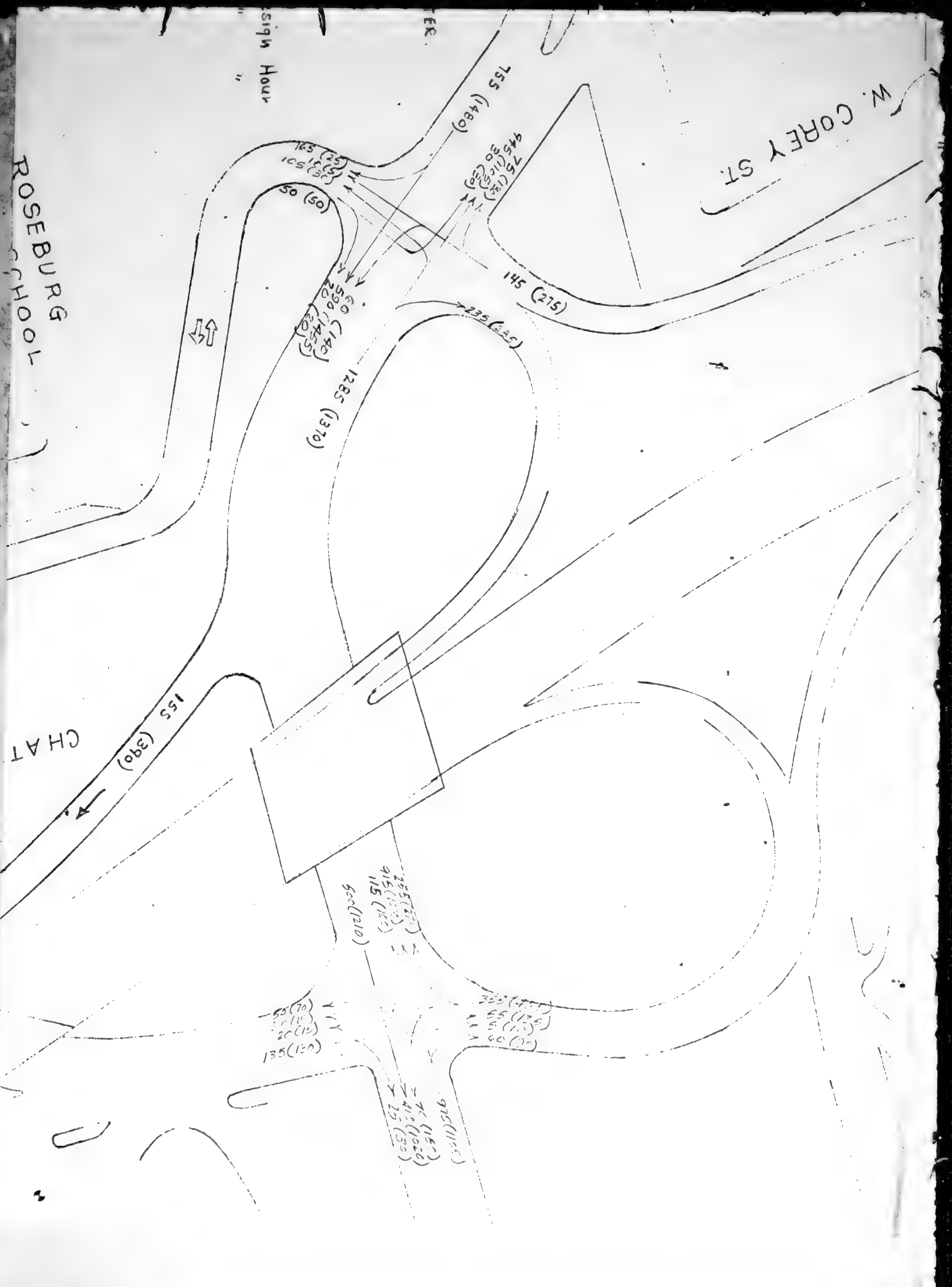
† MARK A.M., OR COMP. (COMPOSITE PEAK.)

° TURN LANE LENGTHS -- D_2, D_3; TRUCKS -- T_2, T_3; WIDENED APPROACH LENGTHS -- D_a, D_b, ETC.

0.93 0.90

Figure 16.—Capacity analysis worksheet form.


HARVARD AVE INTER
PACIFIC HWY, I5
ROSEBURG
Proposal # 2
xxx 1989 AM Design Hour
(xxx) " PM " "
W. COREY ST.
FREEWAY AVE.
MADRONE ST.
ROSEBURG
SCHOOL
CHAT
755 (1480)
75
945
30 (30)
145 (275)
235
165 (25)
105 (30)
50 (50)
60 (140)
590 (1455)
20 (20)
1285 (1370)
255 (270)
915
115
500 (1210)
155 (390)


ER.
Hour
"
W. COREY ST.
ROSEBURG
SCHOOL
CHAT
755 (1480)
165 (25)
105 (30)
50 (50)
945
30 (20)
75 (135)
145 (275)
235 (235)
255
590
60
(20)
(455)
(140)
1285 (1370)
155 (390)
255 (2
915 (
115 (
500 (1210)
55 (70)
20 (15)
135 (130)
55 (135)
60
25 (30)
70 (150)
975 (1155)

Proposal #1

TRANSPORTATION STUDIES
INTERSECTION ANALYSIS SUMMARY

Project [illegible] Inter. - Roseburg

Date: June 3, 1969

D.H. Year [illegible]

FTS ____

Alternate #1

INTERSECTION [illegible] Ramp I-5

	EXISTING OR DESIGNED				REQUIRED			
Approach	No. of lanes-width		G/C	SL	No. of lanes-width		G/C	SL
N	1 - 12'							
E (1 Left turn lane)	[illegible]	AM				AM		
S	2 - 24'	PM	[illegible]	E		PM		
W	[illegible]							

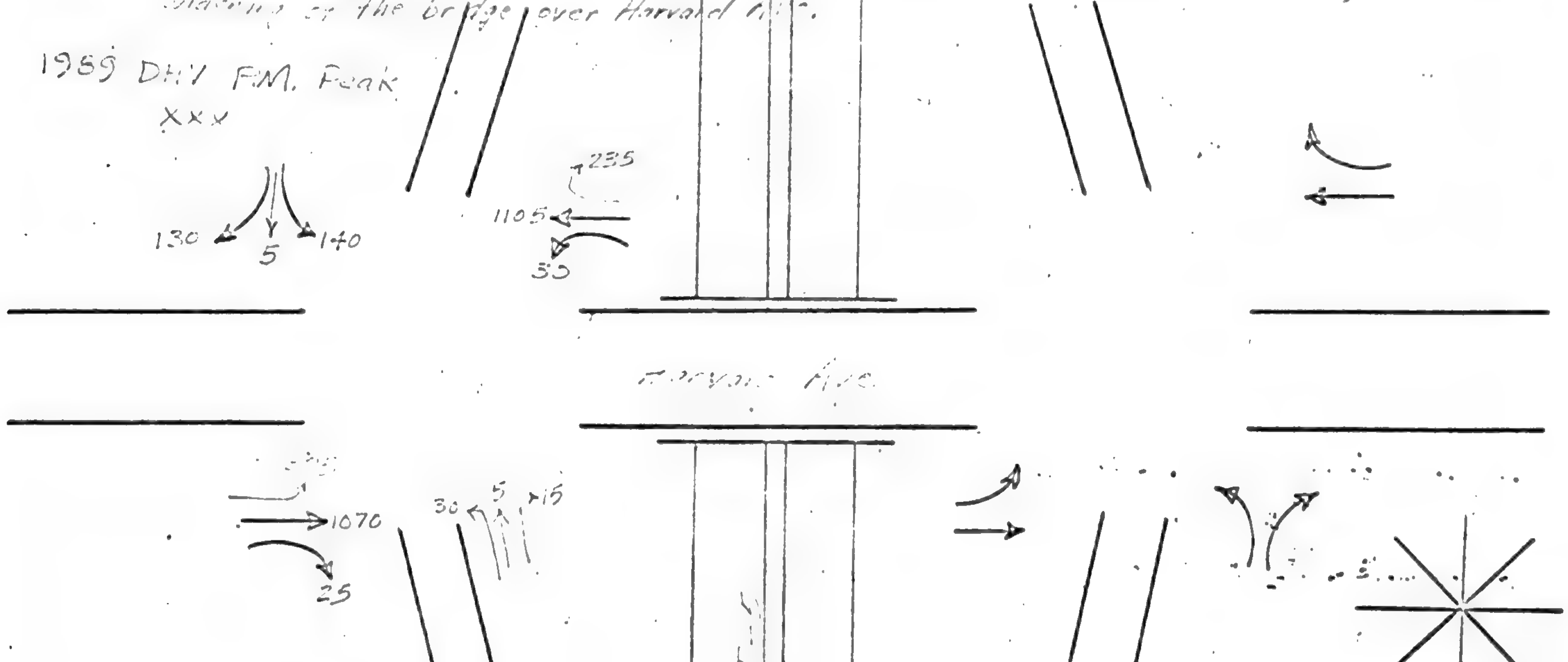
Alternate #2

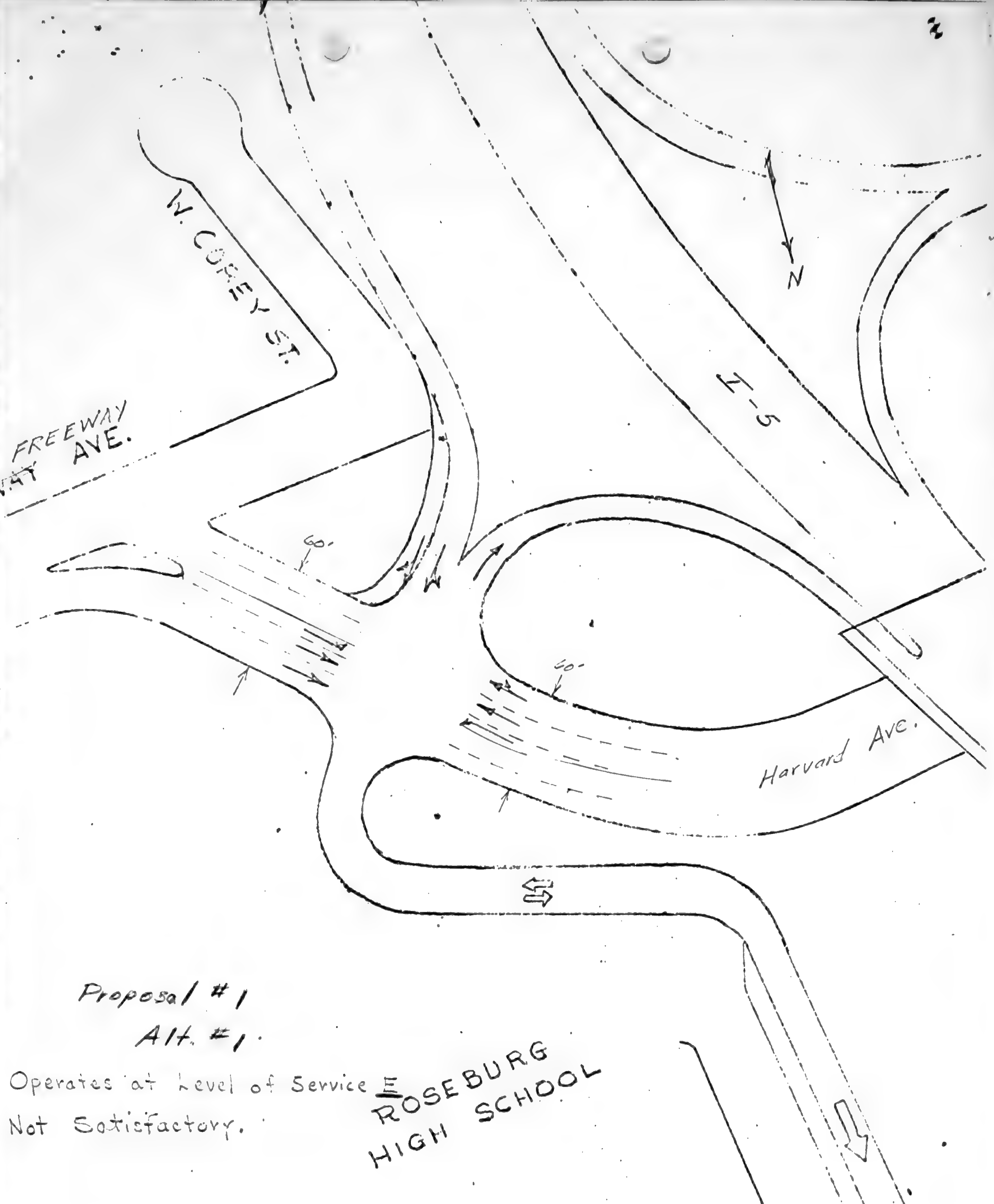
INTERSECTION [illegible] East Ramp I-5

	EXISTING OR DESIGNED				REQUIRED			
Approach	No. of lanes-width		G/C	SL	No. of lanes-width		G/C	SL
N	[illegible]							
E (2 Left turn lanes) →	[illegible]	AM				AM		
S	[illegible]	PM	[illegible]	D		PM		
W	[illegible]							

Remarks [illegible] will [illegible] with [illegible] volumes [illegible] turn traffic [illegible] storage would be [illegible] Also a 300' merging dist. and 200' taper would be required on the appr. to I-5 which would require further widening of the bridge over Harvard Ave.

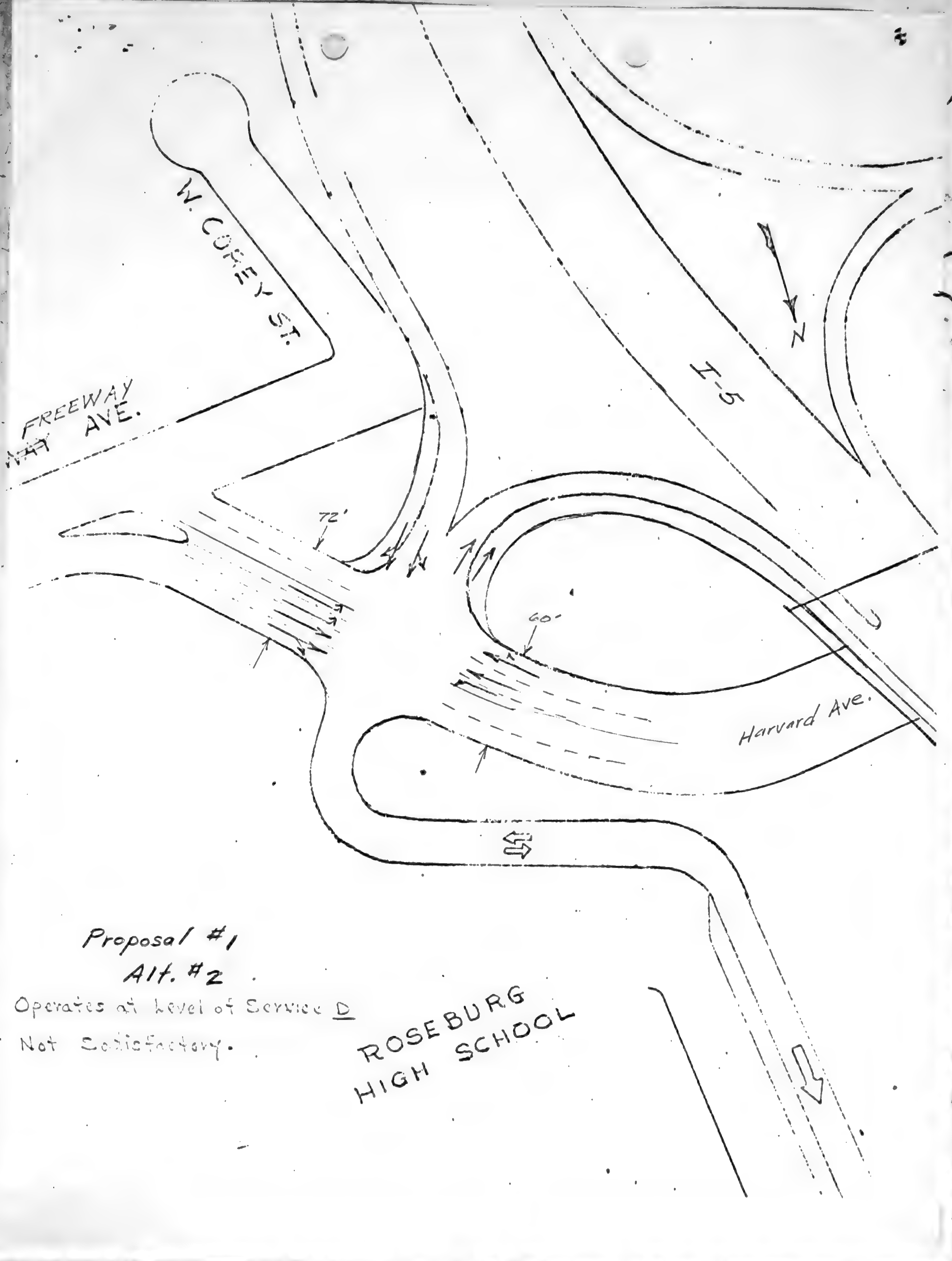
1989 DHV P.M. Peak XXX



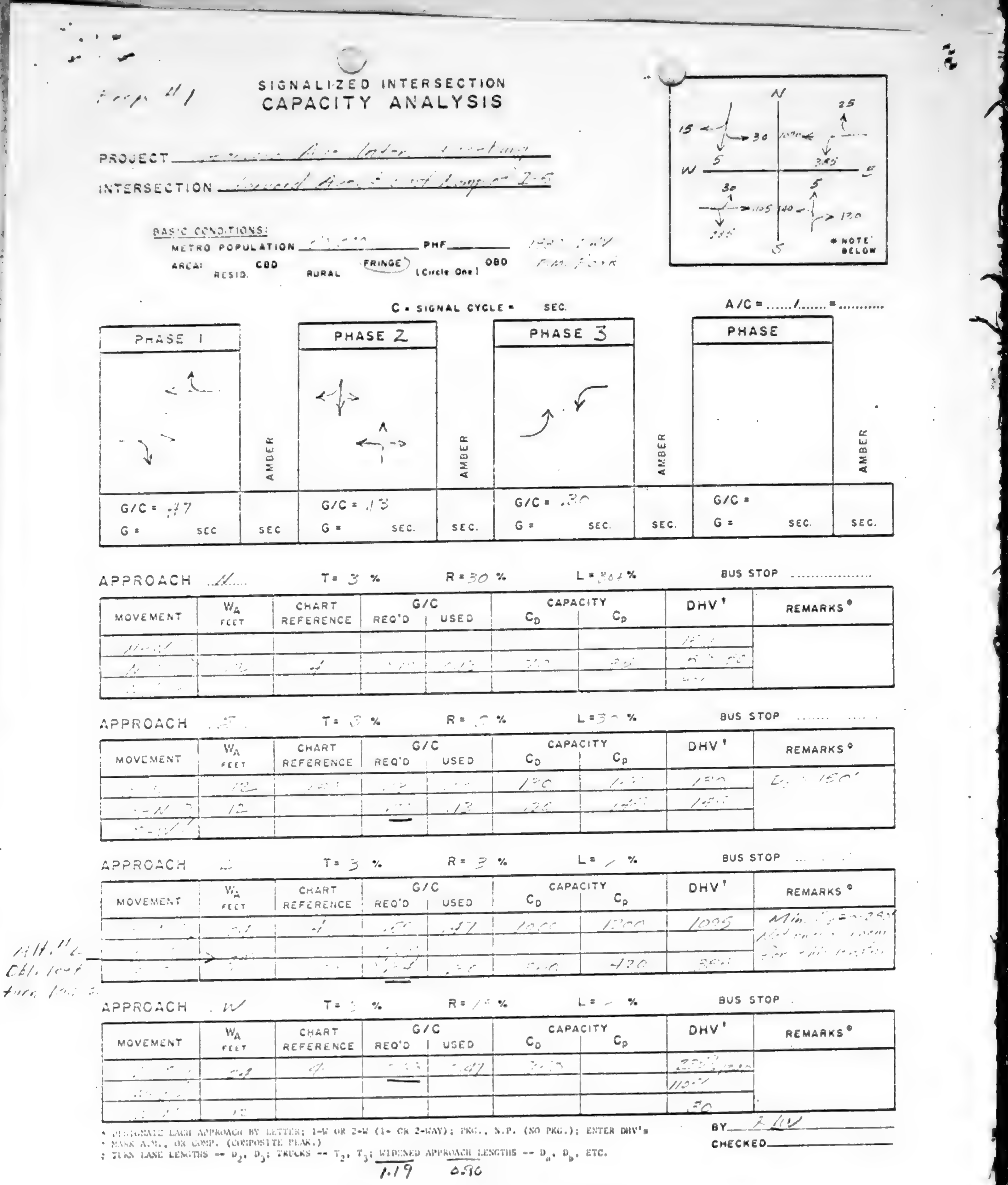

W. COREY ST.
FREEWAY
~~WAY~~ AVE.
I-5
N
60'
60'
Harvard Ave.
ROSEBURG
HIGH SCHOOL

Proposal #1
Alt. #1

Operates at Level of Service E
Not Satisfactory.


W. COREY ST.
~~WAY~~ FREEWAY AVE.
I-5
N
72'
60'
Harvard Ave.
ROSEBURG HIGH SCHOOL

Proposal #1
Alt. #2
Operates at Level of Service D
Not Satisfactory.


N
15
30
1070
25
385
5
W
E
30
1105
140
5
130
285
S
* NOTE BELOW

Prop. #1

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

PROJECT [illegible]

INTERSECTION [illegible]

BASIC CONDITIONS:
METRO POPULATION [illegible] PHF ______ [illegible]
AREA: RESID. CBD RURAL [✓ FRINGE] (Circle One) OBD [illegible]

C = SIGNAL CYCLE = SEC.   A/C = .../....... = ...

PHASE 1	AMBER	PHASE 2	AMBER	PHASE 3	AMBER	PHASE	AMBER
G/C = .47 G = SEC	SEC	G/C = .13 G = SEC.	SEC.	G/C = .30 G = SEC.	SEC.	G/C = G = SEC.	SEC.

APPROACH N   T = 3 %   R = 30 %   L = [illegible] %   BUS STOP ....

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV†	REMARKS°
[illegible]							[illegible]	
[illegible]	[illegible]	4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]							[illegible]	

APPROACH E   T = 3 %   R = [illegible] %   L = [illegible] %   BUS STOP ....

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV†	REMARKS°
[illegible]	12	[illegible]	[illegible]	[illegible]	130	[illegible]	150	D_2 = 150'
[illegible]	12		[illegible]	.13	120	[illegible]	140	
[illegible]								

APPROACH [illegible]   T = 3 %   R = 3 %   L = / %   BUS STOP ....

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV†	REMARKS°
[illegible]	[illegible]	4	[illegible]	.47	[illegible]	1200	1095	Min. [illegible] [illegible] for this [illegible]
[illegible]			[illegible]					
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	420	[illegible]	

Alt. #2 Dbl. left turn lanes

APPROACH W   T = [illegible] %   R = [illegible] %   L = – %   BUS STOP .

MOVEMENT	W_A FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY C_D	CAPACITY C_p	DHV†	REMARKS°
[illegible]	[illegible]	4	[illegible]	.47	[illegible]		[illegible]	
[illegible]							1105	
[illegible]	12						30	

* DESIGNATE EACH APPROACH BY LETTER; 1-W OR 2-W (1- OR 2-WAY); PKG., N.P. (NO PKG.); ENTER DHV's
° MARK A.M., OR COMP. (COMPOSITE PEAK.)
† TURN LANE LENGTHS -- D_2, D_3; TRUCKS -- T_2, T_3; WIDENED APPROACH LENGTHS -- D_a, D_b, ETC.

1.19   0.90

BY [illegible]
CHECKED ______

Figure 16.—Capacity analysis worksheet form.

Proposal #2

TRANSPORTATION STUDIES
INTERSECTION ANALYSIS SUMMARY

Project Harvard [illegible] Inter. - Redding

Date: June 3, 1969

D.H. Year 1989

FTS ______

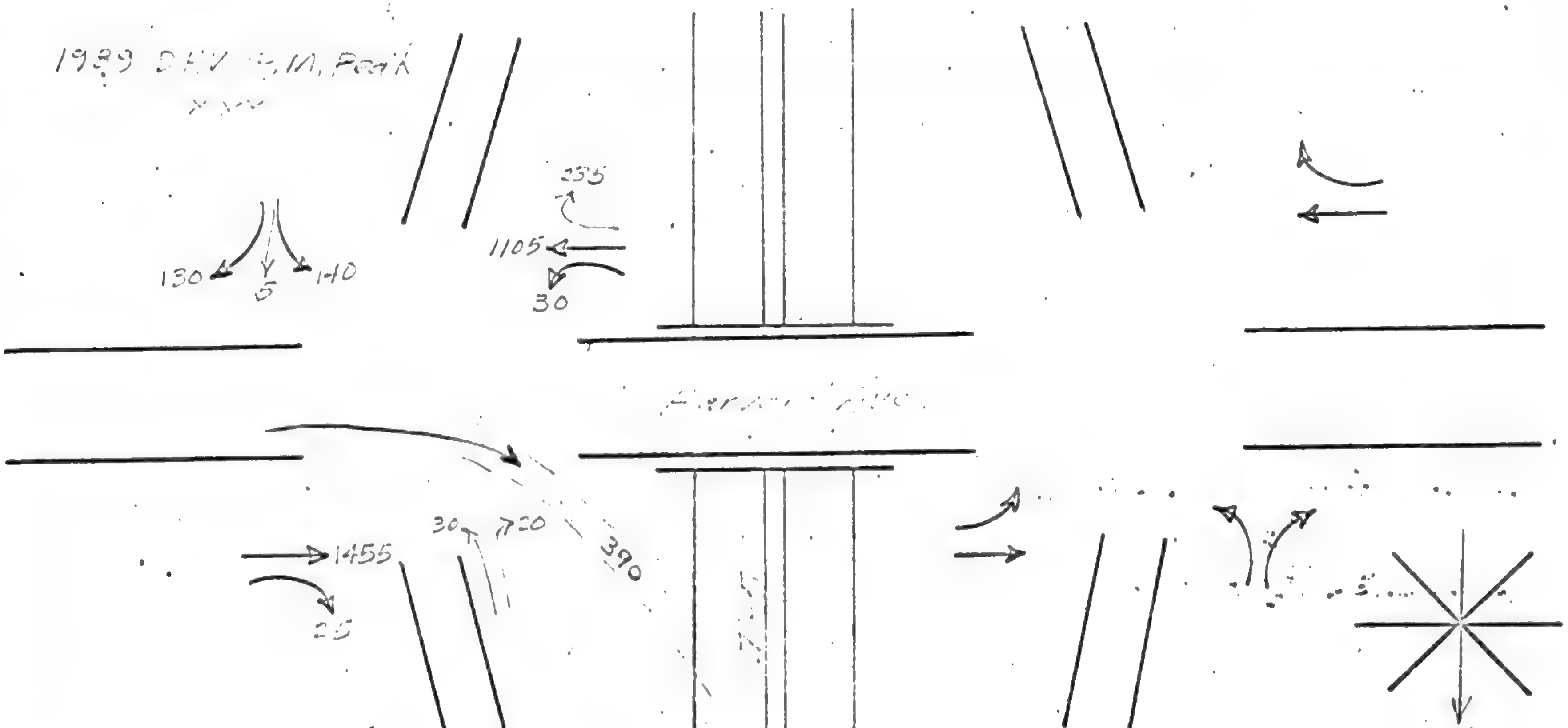
INTERSECTION Harvard Ave. & East Ramp I-5

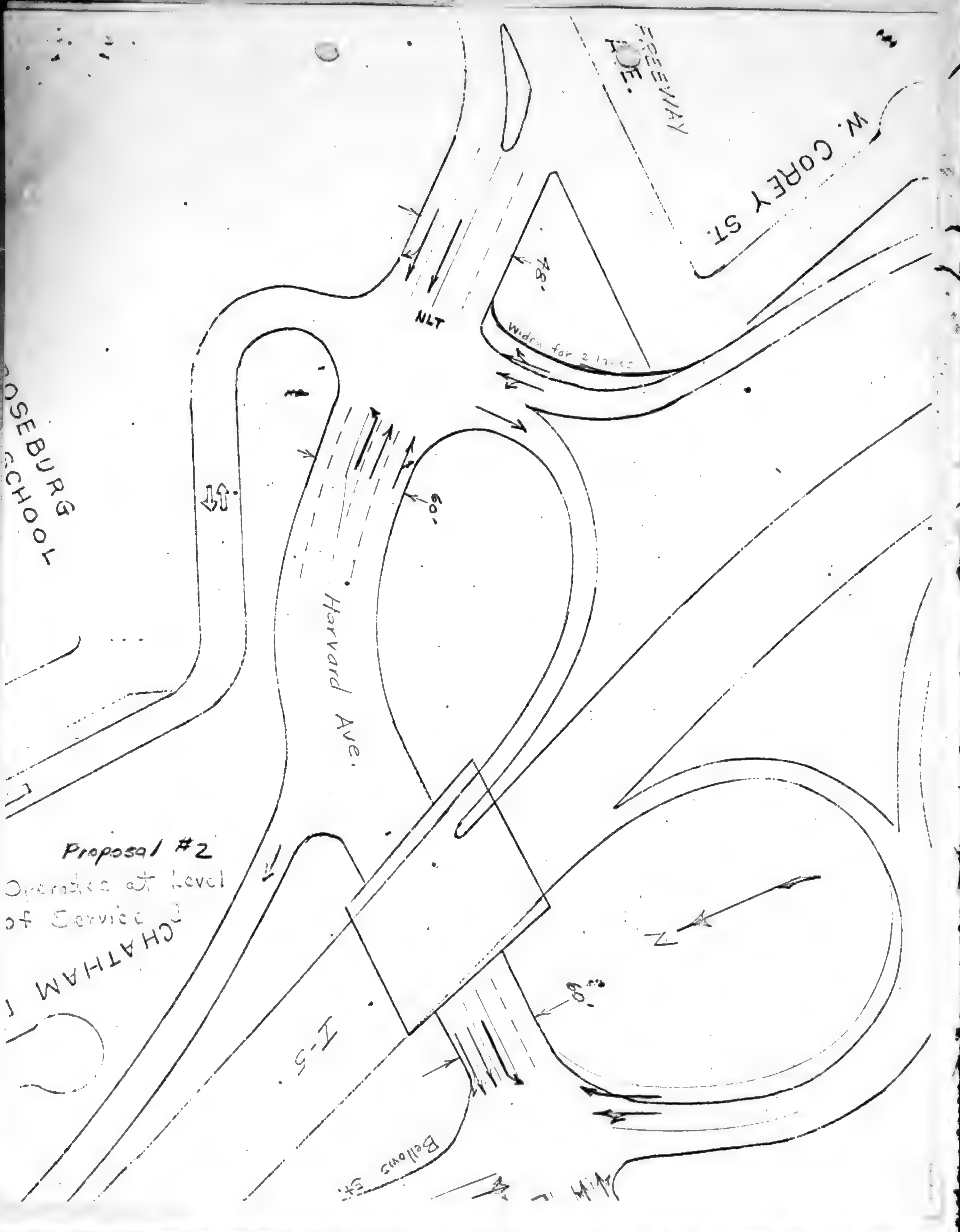
	EXISTING OR DESIGNED				REQUIRED		
Approach	No. of lanes-width		G/C	SL	No. of lanes-width	G/C	SL
N	1-12						
E	2-[illegible]	AM					
S	2-24	PM	.90	C			
W	2-26						

INTERSECTION ______

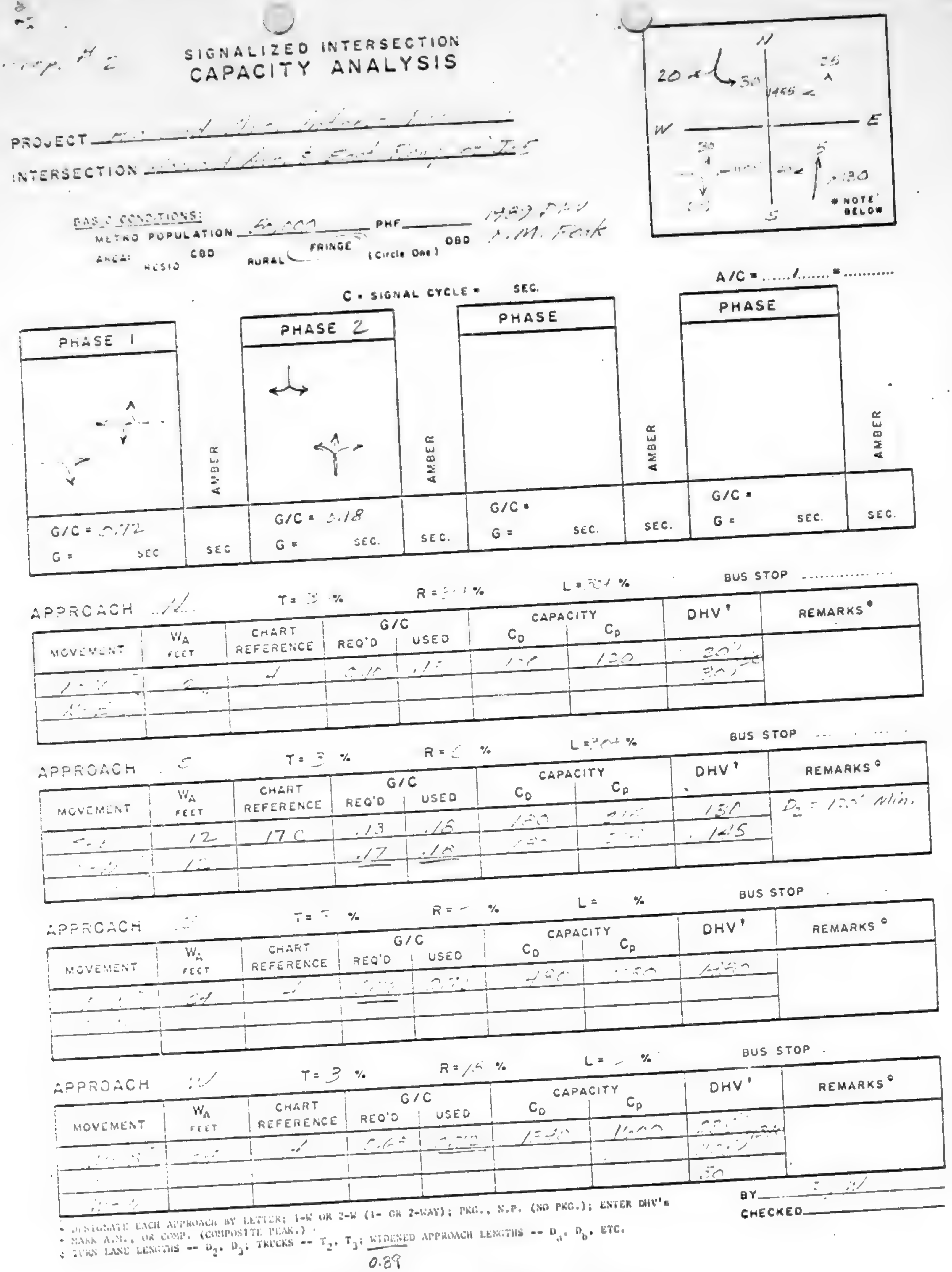
	EXISTING OR DESIGNED				REQUIRED		
Approach	No. of lanes-width		G/C	SL	No. of lanes-width	G/C	SL
N							
E		AM					
S		PM					
W							

Remarks [illegible] left turn traffic on the [illegible] I-5 as shown by [illegible] left turn lane would be [illegible] on the west [illegible] of Harvard Ave. [illegible] turn lane from the South off ramp.


1989 DHV P.M. Peak
235
1105
30
130
5
140
Harvard Ave.
1455
25
30
720
390
N


FREEWAY AVE.
W. COREY ST.
NLT
48'
Widen for 2 lanes
OSEBURG SCHOOL
Harvard Ave.
60'
CHATHAM
I-5
N
60'
Bellows St.

Proposal #2
Operates at Level
of Service C



Prop. # 2

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

PROJECT [illegible]

INTERSECTION [illegible] & East [illegible] I-5

BASIC CONDITIONS:
METRO POPULATION 50,000 PHF ______ 1989 P.M. [illegible]
AREA: RESID CBD [✓ FRINGE] RURAL (Circle One) OBD A.M. Peak

N
S
E
W
20
30
25
1455
30
5
130
* NOTE BELOW

A/C = .../...... = ...

C = SIGNAL CYCLE = SEC.

PHASE 1	AMBER	PHASE 2	AMBER	PHASE	AMBER	PHASE	AMBER
G/C = 0.72 G = SEC	SEC	G/C = 0.18 G = SEC.	SEC.	G/C = G = SEC.	SEC.	G/C = G = SEC.	SEC.

APPROACH N T = [illegible] % R = [illegible] % L = [illegible] % BUS STOP ....

MOVEMENT	WA FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY CD	CAPACITY CP	DHV†	REMARKS°
1-W	2[illegible]	4	0.10	.15	1[illegible]	120	20 30	
[illegible]								

APPROACH S T = 3 % R = [illegible] % L = [illegible] % BUS STOP ....

MOVEMENT	WA FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY CD	CAPACITY CP	DHV†	REMARKS°
[illegible]	12	17C	.13	.16	120	[illegible]	130	D_2 = 120' Min.
[illegible]	12		.17	.18	[illegible]	[illegible]	145	

APPROACH [illegible] T = [illegible] % R = – % L = % BUS STOP

MOVEMENT	WA FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY CD	CAPACITY CP	DHV†	REMARKS°
[illegible]	24	4	[illegible]	0.72	[illegible]	[illegible]	[illegible]	

APPROACH W T = 3 % R = 1.5 % L = – % BUS STOP

MOVEMENT	WA FEET	CHART REFERENCE	G/C REQ'D	G/C USED	CAPACITY CD	CAPACITY CP	DHV†	REMARKS°
[illegible]	[illegible]	4	0.65	0.72	1520	1600	[illegible] [illegible]	
							50	
[illegible]								

BY [illegible]
CHECKED ______

* DESIGNATE EACH APPROACH BY LETTER; 1-W OR 2-W (1- OR 2-WAY); PKG., N.P. (NO PKG.); ENTER DHV's
† MARK A.M., OR COMP. (COMPOSITE PEAK.)
° TURN LANE LENGTHS -- D_2, D_3; TRUCKS -- T_2, T_3; WIDENED APPROACH LENGTHS -- D_a, D_b, ETC.

0.89

Figure 16.—Capacity analysis worksheet form.

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 13, 1968

SUBJECT: Garden Valley Intch-Fairgrounds
Pacific Highway
Douglas County

To: D. J. Barbee
Design Engineer
SALEM

Recently the location survey was returned to your office with additional cross sections taken around the Mt. Nebo curve. These sections were extended down to the South Umpqua River for the purpose of determining if it was feasible to widen the new construction into the river.

It is the Division's recommendation that we do not place any embankment into the South Umpqua River in straightening the Mt. Nebo curve. Any embankment placed in the river in this area could result in lawsuits if the property on the opposite side of the river was flooded as badly as it was in 1964. We could possibly be sued whether or not the resulting fill was at fault.

I have researched the Division Office files regarding previous correspondence on this subject when the road was originally being located around Mt. Nebo in 1952. One of these letters is a report from R. C. Edgerton which indicates that the fill as proposed at that time could raise the river between 0.5 and 1.0 ft. in elevation based on the 1950 flood. I have included a Xerox copy of a report prepared by the U.S. Army Engineers in which they indicate the 1955 flood as 91,350 cfs and the 1964 flood as 105,000 cfs. From my personal knowledge, I would consider both of these floods of a greater magnitude than the 1950 flood shown in Mr. Edgerton's report. If this is true, then it will be necessary to make some adjustment between the discharge figure shown in Edgerton's report and the Army Engineer's report in order to get a comparison. Possibly Mr. Tebeau has an explanation for these differences.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Enc.

Prelim. Design Section studying walls vs excavation on line shift to stay out of embankment on river-side
CSB.

Routing
1 Barbee B
2 Hall H
A. Olson CAO
Sample
Terp.n
Swenson
Trout T
Willis
Hackleman
Scott
R. Olson
Carlenson

RECEIVED
DEC 16 1968
DESIGN
DIVISION

Salem, Oregon
November 7, 1968

Garden Valley Road-Fairgrounds Section
Pacific Highway (I-5)
Douglas County

Mr. C. T. Keasey
Division Engineer
Post Office Box 1128
Roseburg, Oregon

Approval has been received from the BPR for reconstruction and widening of the South Umpqua River Bridge which lies at the north end of subject survey. Tentative plans are to widen entirely on the east. By cutting the existing structure as suggested by the Bridge Division and using this as the edge of the future inside northbound lane, we will end up with a 16-foot median and 12-foot shoulders across the bridge, and enough width on the new portion to use for a 2-lane detour while redecking the existing structure. According to preliminary bridge layout sheets this will throw the center line over 14.12 feet. With the added width of median added to this shift, it willbe necessary to obtain additional cross-section width on the east side in the area from the bridge to the Harvard Avenue Interchange. The field notes and the field cross-sections in this area are enclosed for your use in getting the necessary information.

We intend to extend the 16-foot width of median southerly through the full length of the survey, tapering back to the existing 8.4' median southerly of the Fairgrounds Road Interchange. Sufficient data appears available for this redesign, however, in the area just south of Harvard Avenue there is a question as to where the river bank is located and what construction can be done on the existing slopes, filling into the river, et cetera. Please have the field cross-sections verified in the critical area and review the construction which your people indicated on them. The redesign work is to be done in Salem, however, your suggestions are needed on the controls to be used along this river bank. Enclosed are the following data for your use:

Routing
1 Barbee B
2 Hall JH
A. Olson
Sample
Terpin
Swenson

RECEIVED
NOV 7 1968
DESIGN
DIVISION

Trout
3 Willy
4 Hackleman
Scott
R. Olson
Carstensen

1 Book Level Notes
1 Book Profile Notes
3 Books Cross-section Notes
2 Prints Location Detail Maps
4 Rolls Plotted Cross-sections
2 Sheets Preliminary Bridge Layout

If you have any questions please contact me.

D.J. Barbee
Design Engineer

By a D Olson
A.D. Olson
Preliminary Design Engineer

ADO:jp
Encloe.

cc: P.L. Carstensen

Written
Sep. 1952

Pacific Highway   Douglas County
South Umpqua River Unit
Deady Shady Section

Report of Survey

The final line on this unit follows very closely that laid out by Mr. J. F. Waller in his 1950 Reconnaissance. The first tangent was controlled by holding a distance of 125 feet from the corner of the developed section of the Masonic Cemetery on the North End. The South end was controlled by a compromise between property damage in the Westmoreland Subdivision and damage to the Community Hospital.

A 6° curve was originally figured for the end of this tangent to swing around Mt. Nebo. The cost was compared with that for a 10° curve and the 6° curve was found to be approximately $40,000.00 more. Due to the fact that later the 10° curve was extended to hold back from the river this amount would now be larger.

A study, was made by the bridge department to determine the effect our fill in the river would have to the flood elevation. Their calculations showed that the original line would have raised the elevation of the 1950 flood 1.00 feet. An alternate line which required approximately 35,000 cubic yards more excavation would raise the flood elevation 0.55 feet. The revised line was adopted.

The 1950 reconnaissance planned on a connection with the present highway at the Iverson Saw Mill. A study was made of the relative costs of construction from the Iverson Mill to the intersection of the Happy Valley Road along the present highway and staying on the west side of the of the river. It was decided that it would be better to stay on the West side of the river to the Happy Valley Road intersection and to cross the present highway at this point. Consequently the South end of this unit ends on a curve which follows the river along the West bank.

Signed Jack A. Rowland

Jack A. Rowland

Locating Engineer

FORM E-30 25M 11-50 46701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

COPY February 6, 1952 COPY

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

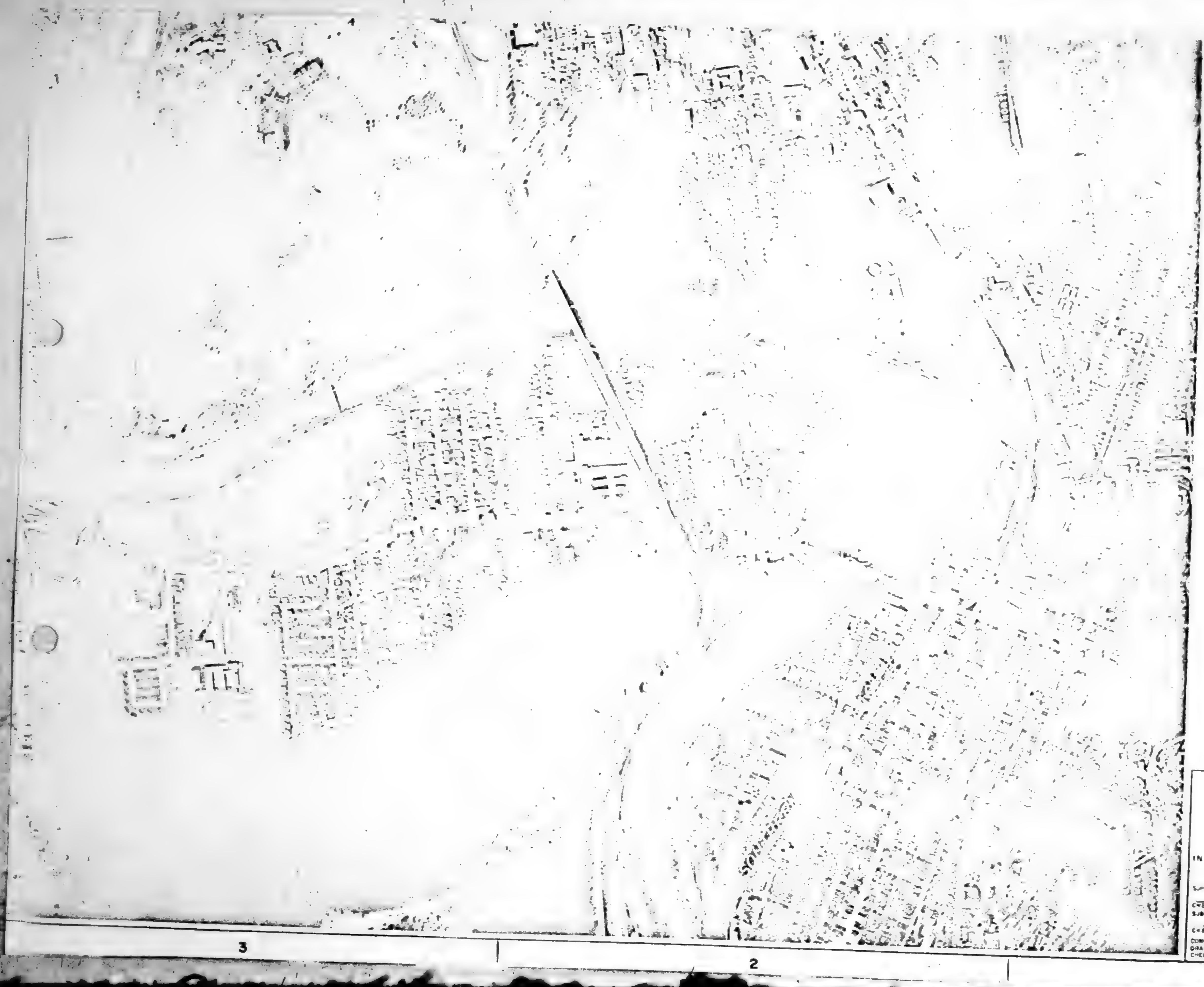
I am returning under separate cover the cross sections of the river in the vicinity of Mt. Nebo.

The Construction Department is of the opinion the most practical thing to do is to fill in the river as shown on your latest design.

Very truly yours,

S/
H.G. Smith
Construction Engineer

HGS:AR



LEGE

Approximate area inundated b

Stage 34 3 feet and disch

Stage 25.7 feet and disc

Approximate limits of 1955 flo

Stage 31 5 feet and discha

Stage 20 9 feet and discha

River miles from 1926 U S G S

Date of photograph 2 March 19

Rc.

SCA

300 0 300

UMPQUA RIVE
SOUTH UM
DOUGLAS
FLOOD PLAIN

IN 32 SHEETS
U.S. ARMY ENGINEE
CORPS OF

SUPERVISED Joe H Heidel
CHIEF, WATER RESOURCES PLANNING SECTION
SUBMITTED Fred C Ingram
CHIEF, PLANNING BRANCH
COMPILED RHS
DRAWN RHS
CHECKED WRA

TRANSMITTED WITH
DATED JANUARY

LEGEND

Approximate area inundated by flood of December 1964

Stage 34.3 feet and discharge 105,000 c.f.s. at Winston
Stage 25.7 feet and discharge 60,000 c.f.s. at Tiller

Approximate limits of 1955 flood

Stage 31.5 feet and discharge 91,300 c.f.s. at Winston
Stage 20.9 feet and discharge 33,300 c.f.s. at Tiller

River miles from 1926 U.S.G.S. Survey 103

Date of photograph 2 March 1965

Rev. Aug. 1966

SCALE IN FEET
500 0 500 1000 1500 2000

UMPQUA RIVER BASIN, OREGON
SOUTH UMPQUA RIVER
DOUGLAS COUNTY
FLOOD PLAIN INFORMATION

IN 32 SHEETS SHEET NO. 13
U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS

SUPERVISED Roe H. Heidel
CHIEF, WATER RESOURCES PLANNING SECTION
SUBMITTED
CHIEF, PLANNING BRANCH
COMPILED R.H.S.
DRAWN R.H.S.
CHECKED W.R.A.

RECOMMENDED
CHIEF, ENGINEERING DIVISION
APPROVED William
COLONEL, CORPS OF ENGINEERS
DISTRICT ENGINEER

TRANSMITTED WITH REPORT
DATED JANUARY 1966

COPY

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1952

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Some time ago I was handed a roll of cross section showing stream area which would be filled by our highway embankment in the section of the new Pacific Highway through Roseburg. We have calculated, as nearly as we can, the effect of this filling of channel on the elevation of high water in a flood such as the one which occurred in October of 1950. This flood carried about 118,000 cfs and, except for the flood of February 1890, appears to be about the maximum flood of record.

On the roll of cross sections are two center lines. The black center line was an original location and fills more of the area than the revised center line which was shown in red. Our calculations show that the highway built on the black center line would raise the river level 1.006 feet, while on the red cener line the raise would be 0.547 foot. These can only be regarded as estimates, and I would anticipate that we would have a great deal of trouble getting a jury to accept them if we got into trouble with the adjacent property owners. It is, however, the best we can do under the circumstances.

If we are not willing to take the risk of flood damage to adjacent property and cannot economically throw the highway center line back into the hill far enough to eliminate the embankment in the stream area, our only recourse would be a retaining wall to keep the embankment out of the river. We have estimated the cost of such a wall at $80,700.. If the wall were built, however, approximately 25,000 yards of embankment material would be eliminated. I do not know how much this material is figured to cost.

I am attaching the roll of cross sections and a tracing of a map as you may want to send these back to the field.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc Tom Edwards
W C Williams

10-1487

F

FORM E-30 35M 9-51 52310

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 28, 1952

SUBJECT:

To: Jack Rowland
Locating Engineer

L

Dear Sir:

GSP

I attach hereto letter from H. G. Smith concerning the channel filling at Mt. Nebo.

I will discuss with you at some future time the possibility of moving the line further into the hill.

Very truly yours,

TOM EDWARDS,
Division Engineer

TE:rfw

Enc.

Jack Rowland

10-1 37

F

47100

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1952

SUBJECT:

To:
Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

In compliance with your instructions of January 9, I have made estimates of (1) the rise in the water surface elevation of the South Umpqua River at Roseburg during a repetition of the October 29, 1950 flood due to placement of fill material in the river on the located (black) line and the revised (red) line and (2) the cost of a retaining wall to avoid filling in the river on the revised line only.

Three major floods are on record for the South Umpqua River. The stream readings used were taken by the U.S.G.S. at their gaging station listed as "near Brockway." This station is actually located at the Winston Bridge. The rating curve for the station was revised after the 1950 flood giving two sets of readings. These are as follows:

Date	Old Rating Curve	New Rating Curve
Feb. 1890	85,000 cfs	130,000 cfs
Feb. 1927	78,000 cfs	100,000 cfs
Oct. 1950	80,000 cfs	118,000 cfs

The estimates of rise in surface elevation were made by application of the formulae:

$$V = \frac{1.486}{n} R^{2/3} S^{1/2} \quad \text{and} \qquad (1)$$

$$Q = \frac{1.486}{n} AR^{2/3} S^{1/2} \qquad (2)$$

In formula (2), Q was taken as the revised discharge at the gaging station. No correction was made between the station and Roseburg since only one very minor stream (Roberts Creek) enters between those points, and, since the same discharge was used throughout the calculations, the absolute value of the discharge would have little or no effect on the computed rise. A and R were determined from the cross section at Station 2569+00, the critical section, neglecting the built-up flood plain as backwater. S was determined from the stream surface profile on the vicinity map.

Formula (2), when transposed and solved for n gave a value of 0.397. This is in line for a natural stream of the type considered.

With both A and R unknown, no convenient method of direct solution was evident so the problem was solved by setting $AR^{2/3}$ equal to the numerical value of $Qn/ 1.486S^{1/2}$ and determining the rise by trial and interpolation. The rises in water surface elevation determined were:

Located (black) line	1.006 feet
Revised (red) line	0.547 feet

I reviewed the problem and method of solution with Professor Clayton and he concurred.

The estimate of cost of a retaining wall is based on an "L" type cantilever wall. The height of the wall was determined by assuming a 1:1 slope above the 450 contour except at stations where cross sections were furnished. The estimated cost is $80,700. This is for a wall to extend 3 feet above the subgrade, one foot for surfacing and two for guard rail. The wall was spotted 36 feet from center line. This is at the actual shoulder, 3 feet in from the subgrade shoulder. The estimate should be revised when all the cross sections are on hand.

The estimate of fill to be eliminated is 25,000 cubic yards. This is very rough due to lack of information.

Very truly yours,

R. C. Edgerton

RCE:gm

1974 Garden Valley Rd. - 8003
Fairgrounds Int. Sec., Pac. Hwy.
(gr, pav, str, sign, ill.) CONFID.

CONFIDENTIAL

#8003

p.

DAVE FROHNMAYER St.
ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-6313

March 13, 1981

Confidential

Fred Klaboe, Director
Department of Transportation
135 Transportation Building
Salem, OR 97310

H. S. Coulter
Highway Engineer
140 Transportation Building
Salem, OR 97310

Re: S. D. Spencer & Son v. State (DOT)
Case No. 115361 (L-7778)

Gentlemen:

I and my co-counsel recommend that we be given authority to make an offer of settlement to the contractor in the range of $500,000 to $600,000. The attached report sets out some of our reasoning.

Sincerely,

Les Hampton
Leslie B. Hampton
Assistant Chief Trial Counsel

jd
Enclosure
cc: Jack L. Sollis
C. T. Keasey
O. B. Jackmond
J. X. Wilson

S. D. Spencer & Son v. State
Case No. 115361 (L-7778)

RECOMMENDATION: THE UNDERSIGNED ATTORNEYS RECOMMEND THAT AN OFFER OF SETTLEMENT BETWEEN $500,000 - $600,000, BE MADE TO THE CONTRACTOR. OUR REASONING IS AS FOLLOWS:

BACKGROUND:

On October 10, 1979, S. D. Spencer & Son (SDS) filed a Complaint against the State of Oregon in the amount of $1,447,055. Subsequent amendments to the Complaint has put the claim for relief at $2,110,071.

In his last deposition Otis Jordan, (Spencer's Superintendent) indicated that the claim for excavation was now at $1,850,000 (approximately) and the claim for temporary protection and direction was at $81,000.

The purpose of this memo is to take a hard look at the facts that will be presented at the trial and assess the State's chances.

JURY TRIAL:

The first thing that must be remembered is that the contractor has requested a jury trial. All facts, therefore, must be assessed not as an engineer would review them but as the man in the street would review them.

LIABILITY:

The first question in any breach of contract action is whether one of the contracting parties did anything wrong in order to justify liability. In the present case it is almost certain that there will be a judgment against the State for some damages based upon the State's "breach" of the contract.

On November 29, 1974, John Leahy in an attempt to memorialize a meeting that involved all parties (Contractor, FHWA and DOT) connected with the Mt. Nebo project told the contractor:

> "Oregon State Highway Divison acknowledges that they are liable for increased costs resulting from the use of that site as opposed to the originally planned Gaddis Park site. OSHD officials will negotiate with your client a reasonable amount. Mr. Zotter has agreed that your client is entitled to the extra costs." See also April 10, 1975, letter from Leahy to Coulter advising the State of liability. [Note: At the meeting Mr. Fred Klaboe on behalf of DOT and Mr. James Zotter on behalf of FHWA acknowledged responsibility for those increased costs.]

The contractor thus has the advantage of going to the jury with the State's admission of liability and agreement that it would pay to the contractor all increased costs.

While at the time of trial we will try and down-play the State's "liability", nevertheless, the November, 1974 letter is difficult, if not impossible to overcome. Moreover, ORS 279.____ places liability of the State for damages caused by third-party litigation.

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC:

One of the contractor's claims relates to temporary protection and direction of traffic (Bid item 3). His claim for this particular bid item is $81,000. He computes his damages by determining what he spent for TP&D ($183,295.25) and deducts what he was paid ($90,000). (There have been some minor adjustments). We acknowledge that his records reflect the total expenditures.

When Bobby Johnson first reviewed the contractor's claim for this bid item he found that he could justify an additional $29,700. (August 14, 1979 memo from Johnson to Jackmond). Mr. Johnson's approach is somewhat arbitrary in that he took the percentage of the overrun in quantities of bid item 16 and applied the percentage to the bid amount for T P & D.

The State had agreed to pay for temporary protection and direction but not the entire sum demanded. When the State increased the quantities of excavation there was additional costs for temporary protection and direction. As a result the contractor makes a claim for this figure. This particular bid item is solid for the contractor, the only question is as to how much he will receive. The jury will probably award most of this claim.

PRICE AGREEMENT 30:

During the course of the construction project the State and the contractor entered into a number of price agreements regarding excavation costs. Price Agreement 30 provided that the contractor would receive an additional 47¢ per cubic yard for the difference is haul costs from Gaddis Park to the fairgrounds.

In discussing this case with various parties involved in the dispute there is some misunderstanding regarding Price Agreement 30. Some were under the impression that Price Agreement 30 was meant to cover all additional costs resulting from the change in waste areas.

If this was the intent it was never expressed in writing. Unexpressed intent cannot vary the terms of a written agreement. From every indication we have from the agreement itself and from the parties involved, and a comparison of other price agreements, Price Agreement 30 was not intended to cover all costs, but to cover only "haul costs." If the contractor incurred additional costs, Price Agreement 30 would not preclude him from presenting these costs to the jury.

EQUIPMENT COSTS:

There is a major dispute between the contractor and the State regarding the portion of the claim involving equipment costs. Our best estimate shows that there is a $764,196 difference between the State and the contractor depending upon which rates should be used. The contractor argues that OSHD force account rates should be used and OSHD argues that there "ownership" rates should be used.

This is one of the issues that is not black or white.

There are two questions involved regarding these rates:

(1) Whether the standard specifications require force account rates to be used?

(2) Even if force account rates do not apply are the force account rates closer to the actual costs the contractor incurred?

OSHD standard specifications provide that upon written order of the engineer the contractor is required to perform "extra work" which shall be paid on a force account basis. Section 104.04/109.07. Whether the addition of extra quantities to be excavated would qualify as "extra work" within the meaning of standard specifications is a question which must be resolved by the court. In our opinion, the additional quantities is "additional work" not "extra work" within the meaning of the contract. This will not preclude, however, the contractor from introducing the rates as some evidence as to the contractor's costs. Once he has introduced the rates, he need only convince the jury that these rates are closer to the "truth" when a contractor is removing rock material from a mountain.

Our job will then be to convince the jury that the contractor's "actual costs" were substantially less than the claimed costs based on force account rates. We have hired an expert to review the contractor's rates to make this determination.

The jury will then be confronted with direct conflict in testimony: the contractor claiming rates which are approximately $750,000 higher than the State rates. The contractor also claims that there is no "severity factor" in our ownership rates to cover rock excavation work.

There is a chance that the jury could find a solution to this problem lies somewhere in between. The jury may want to allow the contractor some additional costs for his equipment. The result would be that the jury may want to provide the contractor for some additional costs resulting from the additional quantities. It is likely that compromise will be a part of the jury's deliberations.

TOTAL COST THEORY:

In the present case the contractor has filed a claim based upon a modified total cost theory. The total cost theory is modified in that the contractor takes only the costs related to particular bid items (excavation, drilling and shooting, temporary protection and direction) and deducts from these costs the money he was actually paid for these bid items. Usually the total cost theory involves the contractor's costs for the entire project.

The total cost theory is extremely prejudicial to the State. It placed the entire burden on the State to find where the contractor's costs increased as a result of causes other than the breach of contract. All authorities agree that the general rule is that the total cost approach will not be applied. There are exceptions. The court decides whether the exception applies. From our review of the authorities and the facts in this case, the question of damages will go to the jury.

Once liability is established the courts are very reluctant to dismiss a plaintiff's complaint on the grounds that he has failed to prove damages. This is especially true when, as in the present case, there is proof of actual damages. The court will probably let the contractor's theory go to the jury with some cautionary instrucions that may or may not help the State.

Moreover, the attorney for Mr. Jordan has been living with this claim since 1974. He has been around the block and in all likelihood will present an alternative to his total cost approach. Kobin & Meyer is the most experienced contract claims law firm in this State.

Like it or not, therefore, the plaintiff will be given an opportunity to present his total cost theory to the jury. This puts the State in a difficult position in that it is then on the defensive - attempting to show that the contractor was to blame for the additional costs.

RESIDENT ENGINEER

The case is further complicated in that Al Bates, the Resident Engineer, has had a heart attack. The plaintiff has taken a deposition of Mr. Bates which will be used at the time of trial. The attorney for SDS will have the opportunity to read into evidence whatever portions of the deposition he finds relevant. In exchange we can require the contractor to read other portions of the deposition. The problem is that there are numerous statements in the deposition that hurts the State's chances.

As examples:

(1) While Bates believed that Spencer thought he had the necessary permits from local jurisdictions for the hauling to

Gaddis Park, nevertheless Bates told Spencer that as a result of the public controversy over the project the State would not approve a haul route or disposal site without a specific written presentation or proposal by the contractor. (Depo. 203-204) There was nothing in the contract which required the contractor to put the proposal for the haul route or waste site in writing. The importance of this is that there is evidence that it was the State who was dragging its feet because of the controversy and not the contractor.

(2) As of mid-July, 1974, Bates felt based primarily on information furnished to him by Jordan that if the project would begin at that point in time the project could be substantially completed by December, 1974. (Depo. 233) At the heart of the contractor's claim will be the fact that he was delayed in his operations. To a contractor time is money and any time there is delay there are additional costs to the contractor. If the contractor can show through our own witnesses that prior to the filing of a claim for $2,100,000 our people thought that the contract could be completed by 1974 the implication is that the reason it was delayed was because of the preliminary injunction in requiring the contractor to go to some other waste site.

While the comment of Bates can be explained in that he was relying upon representations made by Jordan (that he could meet a production rate of 10,000? 13,000? cubic yards a day) nevertheless, the statement hurts us. Especially when he immediately adds that in his opinion the completion date was probable based upon his 40 years of experience (Depo. 233) One of the cornerstones of our defense is the proposition that the material could not have been excavated and hauled to Gaddis Park the first year, even if there had been no injunction.

(3) On July 12, 1974, Jordan supplied Bates with a letter including route documentation necessary for the beginning of wasting the material. The problem was that Bates was not aware that the approval of Spencer's haul route and disposal proposal would be held up until environmental assessment was circulated and commented upon. Once again it would appear that the State was causing the delay and not the contractor.

(4) Records. After the federal injunction Bates was told to keep records to ascertain if the contractor was losing money. The review of Bates' records show very little regarding problems that the contractor was having.

(5) Price Agreement. In computing the price agreements there was evidence that there were delays as a result of going south. One notation showed: "Haul delay. Shut down for pushing material over, 30%". In other words, our own employees recognized that there was some delay to the contractor as a result of going to the south.

Now, after the law suit is filed, they conclude that there was no difference in going to the north or the south other than the haul costs. However, at the time the price agreements were prepared, apparently, the people in the field thought that there were delay costs that the contractor would experience.

(6) Bates admits that the extra quantities of excavation was substantially rock and that the percentage of rock to common changed. He also recognized that it was more expensive per cubic yard to excavate rock than common. This will be a major issue at the time of trial in that the contractor will argue that there was a material change in the nature of the job by the increase in quantities.

Bates went on to make a series of admissions. I have attached a summary of these admissions to this review.

While it is our intention to take a further deposition of Mr. Bates (if his health permits), to hopefully clear up a few of the disputed points. Nevertheless, the admissions do hurt the State's chances.

BASIC DELAY:

There is no doubt but that the Mt. Nebo construction was a very difficult rock excavation job. As noted above, on July 26, 1974, the Federal District Court enjoined the use of the Gaddis Park waste site. At that time only the mandatory waste sites and the construction fills were available for the deposit of material. There was no approved disposal site available for the wasting of the bulk of the material. Not until the middle of February, 1975, was the green light given to dispose of all the waste material at the Douglas County Fairground site. It was necessary to crush a substantial portion of the waste material at the fairgrounds site. In February, 1975, there was remaining uncertainty and uneasiness. There was no Environmental Impact Statement covering the wasting of the increased quantities at the fairgrounds site. Federal Judge James Burns was going along with the program only in the absence of objections. As far as anyone knew at the time, the fairgrounds site could also have been enjoined if another environmental law suit was filed.

The average man on the street knowing nothing more than the complexity of the construction work and the imposition of the seven month delay would assume that the contractor was substantially damaged. The State will have the burden of overcoming that reaction. With the wisdom of hindsight we will argue that the payment of the haul cost differential at 47¢ per yard fully compensated the contractor. We will argue with 20-20 hindsight that in late July and August of 1975, there were still obstacles to the use of the Gaddis Park site with the conclusion that very little, if any, material could have been hauled there prior to the October 15, 1974 - June 15, 1975 shutdown of the low level crossing. We conclude that, in fact, the contractor was not delayed by the injunction and that his equipment did work in the fall of 1974. Unfortunately, our 20-20 hindsight conflicts to a degree with our statements at the time and with the admissions made by Mr. Bates in his deposition.

OVERRUN IN QUANTITIES:

As we all know, there was a substantial overrun in quantities on the Mt. Nebo job. General excavation was increased approximately 368,000 yards, about 35%. To obtain stable slopes the benches were laid back. On the benches most to the increased material was solid rock. The added material also increased the ratio of rock excavation to common excavation. We acknolwedge that the excavation of rock material is more expensive than the excavation of common material. If the contractor had presented a straight foward claim documenting a price differential for the increased quantities of rock we would be hard pressed to deny it. This item could amount to $100,000 or more.

DRILLING AND SHOOTING:

A major portion of the claim is that the contractor encountered substantially higher costs for drilling and shooting the rock excavation material. The contractor's records show that Spencer spent over $500,000 more than the amount estimated for drilling and shooting. Although we don't agree with the contractor's conclusions, their records show that the expenditures were made. The contractor claims that it was going to haul the bulk of the material off the benches to the north, and that the material was going to be shot with an 8 x 8 pattern. The contractor also claims that he could not haul from the benches and then haul south under the excavation operation to go to the fairgrounds. The contractor concludes that he was forced to go to a shoving-off process and a loading operation within the narrow fall out area.

The contractor then contends it was forced to pull in the drill pattern to a 6 x 6 or even smaller pattern in some areas to reduce the size of the rock so that the log barrier could contain the material with minimum danger and delay to traffic. The contractor also contends that the changed drill pattern reduced the number of "hanging danger rocks" that would endanger workmen and traffic below. We dispute the wisdom of the revised drill patterns and the contractor's conclusions. We contend that there is no connection between the drill pattern and whether the material is hauled to the north or to the south.

SHOVING OVER:

Shoving the material over the side into the fallout area was a hazardous operation at best. Pushing over was confined to the daylight hours and traffic was stopped during push-off operations. Because of the lane closure requirements limiting closures to 12 minutes, the contractor worked in spurts, shoving off, waiting for traffic to clear and then repeating the operation. There is no doubt but that the shoving off was an expensive operation. The State denies that it is responsible for added costs to the excavation because of the change in the waste sites. The State is vulnerable on this point. It is also possible that the State is, responsible for a portion of the extra shoving off costs. Our study shows that a substantial portion of the rock in the lower benches could have been hauled from those lower benches. In any event, we feel that the State is vulnerable on shoving off costs.

TRIAL COSTS:

This will be a very difficult and expensive case to defend. The handling of this claim and trial preparation to date has cost at least $75,000-$100,000. Trial is scheduled to begin April 6, 1981. We estimate that trial will take three weeks, maybe longer. Attorney fees, expert witness fees and staff personnel costs for final preparation and trial will be another $60,000-$75,000. It is also quite possible that the judgment in this case will be appealed. That too will be expensive in this complex case.

SUMMARY:

We have outlined some of the problems to be encountered in the trial of this lawsuit. We feel that a verdict for the contractor is inevitable and that a substantial verdict is likely. That verdict could go as high as $1,000,000. Obviously, total exposure is much higher than that. The verdict will bear interest of at least 12% to 18%. Depending on court rulings, the interest could be as high as 45% of the verdict amount. (The contractor claims interest at 9% from March 1, 1976.) As noted, the State has admitted liability for all extra costs because of the change in the disposal sites. The only real question is the amount of the contractor's damages. We feel that the 9 months delay period, coupled with the many uncertainties in the facts and the admissions of Mr. Bates and other State personnel during depositions will probably result in a substantial verdict for the contractor.

RECOMMENDATIONS:

The above provides you with some of the major areas of disagreement between the State and the contractor. While the case is defensible, nevertheless, there is substantial exposure to the State, and a substantial verdict is likely. It is difficult to determine whether the contractor is entitled to a substantial amount of damages, and more difficult to determine what the amount should be. The contractor's modified total cost approach makes it extremely difficult to isolate what are, in fact, extra costs. Nevertheless, because of the exposure and the problems discussed above the case is worth a substantial amount for settlement.

There is nothing magical in the $500,000-$600,000 which is recommended. The fact of the matter is that there is substantial exposure to the State and that, as indicated above, liability has been admitted and the only question for the jury will be the extent of damages. We believe that a settlement in the range recommended would be in the best interest of the State and Federal Governments.

Leslie B Hampton
Leslie B. Hampton

Timothy Wood
Timothy Wood

***ADMISSIONS - From Al Bates Deposition

Bates believed that the contractor did the drilling and shooting "as well as could be reasonably expected under the circumstances". (108)

Bates felt that the contractor performed the excavation in a proper and prudent manner. (108)

"And it's also correct that given the circumstances it was your feeling at the time that the contractor performed the Mt. Nebo excavation as efficiently as he could; is that not also correct?

Bates responds: I believe it's correct." (108)

During 1975 Bates was satisfied with the efforts being made by himself as well as the contractor to accomplish a difficult project in a successful manner. (109) - In fact, they got community recognition - the Chamber of Commerce passed some kind of resolution complimenting the contractor and the State on the performance of the project. (110)

* * Bates was not aware of any methods that were in use at the time that were more efficient in the drilling and shooting than the methods employed by the contractor - this is in response to a question asking whether he was aware of any methods or technique that could have been utilized to perform the drilling and shooting at less cost than it was actually performed. (110)

As of August 18, 1975, as reflected in Bates' diary he was still waiting to find out what had happened regarding the price agreement for routing traffic through town at night time. (111)

Bates recalls Jordan telling him that Spencer had an opportunity to sell riprap and ballast rock to the Southern Pacific Railroad at the Gaddis Park site. (115)

Exhibits 80 and 81 indicate that a certainty rose on the part of the State (FHA) as to whether or not certain items were properly included within the cost analysis behind the price agreement for the extra haul to the fairgrounds. (120)

There was no written response to Exhibit 83 (122) - but Bates did have a cnversation regarding Exhibit 83. (125)

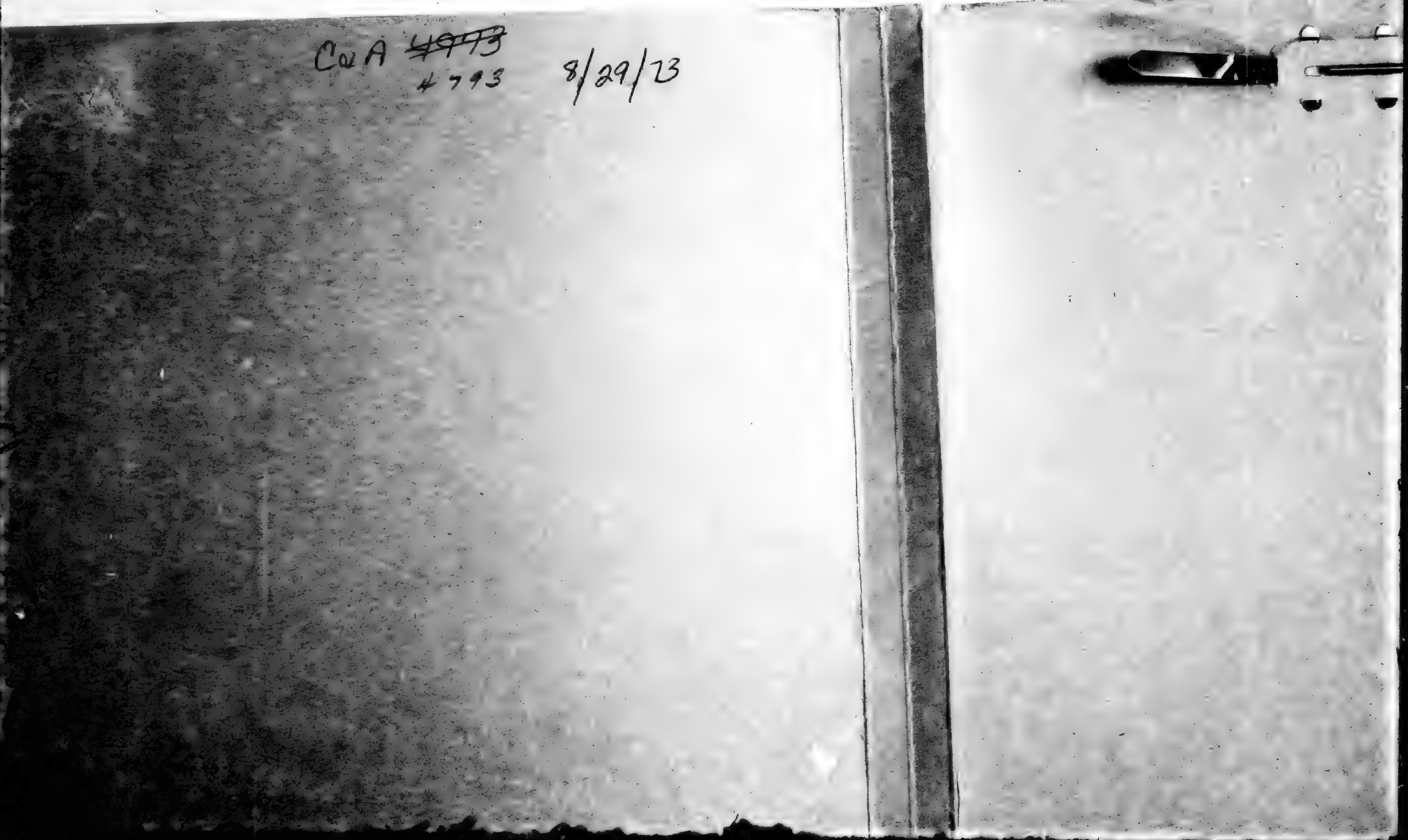
Exhibit 54 which was Price Agreement 30 did not show that temporary protection in direction of traffic was included. (152-153)

Discussion of Price Agreement 30/3 regarding temporary protection and direction. (155-157)

Exhibit 1

8004 Tualatin R. (Golf Course Rd.) 1974
Bridge Sec. of FAS 631, S. of
Cornelius (Structure)

CaA ~~4993~~
4793 8/29/73



#8004 FAS 631

June 29, 1976

TO: MEMO TO THE FILES

FROM: George N. Hopkins
Project Development Engineer

RE: Tualatin River (Golf Course Road) Bridge Section-Grading
FAS 631
Washington County

The Transportation Commission cancelled the subject FAS-C project at their June 30, 1976 meeting.

HR:dp

cc: W. J. Hart
F. E. Terpin
C. T. Keasey
F. W. Yarbrough
D. E. Swan
Gary Potter
C. G. Swenson ✓
Jon Rose, Region 1

REFERRED TO
Beard ✓ Reed
Cole Sample
Eriksen Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

2 Versteeg ✓
3 Olson
4 Christensen
5 Scott
6 Swenson
Savage
7 Trout

RECEIVED
JUL 0 2 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

WASHINGTON COUNTY
Cancellation of FAS-C Project

FAS 631
Tualatin River (Golf Course Road) Bridge Section (grading)
Washington County
$150,000

This project was approved by the Highway Commission at their November 24, 1971 meeting. The project was to include both structure and some grading for roadway realignment. The County requested the cancellation of the structure portion of this FAS-C project at the Transportation Commission meeting on April 17, 1973. The bridge was constructed with Special Bridge replacement funds. Because of problems in securing the necessary additional right-of-way the County is requesting that the grading portion also be cancelled.

The County is requesting that some of their Federal aid funds in the amount of $6,651, be transferred to State Highway funds to reimburse the State for engineering costs.

76-e
6/16/76

Mr. D. N. Harwell
County-City Engineer
State Highway Division
State Highway Building
Salem, Oregon 97310

Washington County hereby requests cancellation of the project approved by the Transportation Commission on November 24, 1971 on the Tualatin River (Golf Course Road) Bridge Section, FAS 631.

In order to reimburse State $6,651.32 for the field work performed by Oregon State Highway Division crews for the preliminary engineering for the grading portion of this project, Washington County:

☐ A. Encloses a check/warrant in the amount of $____________; or

☒ B. Authorizes deduction of County Federal funds in the amount of $ 6,651.32 and the transfer of these funds to the Oregon Highway Division.

WASHINGTON COUNTY

By Virginia Dagg
Chairman Board of Commissioners

By
~~Commissioner~~

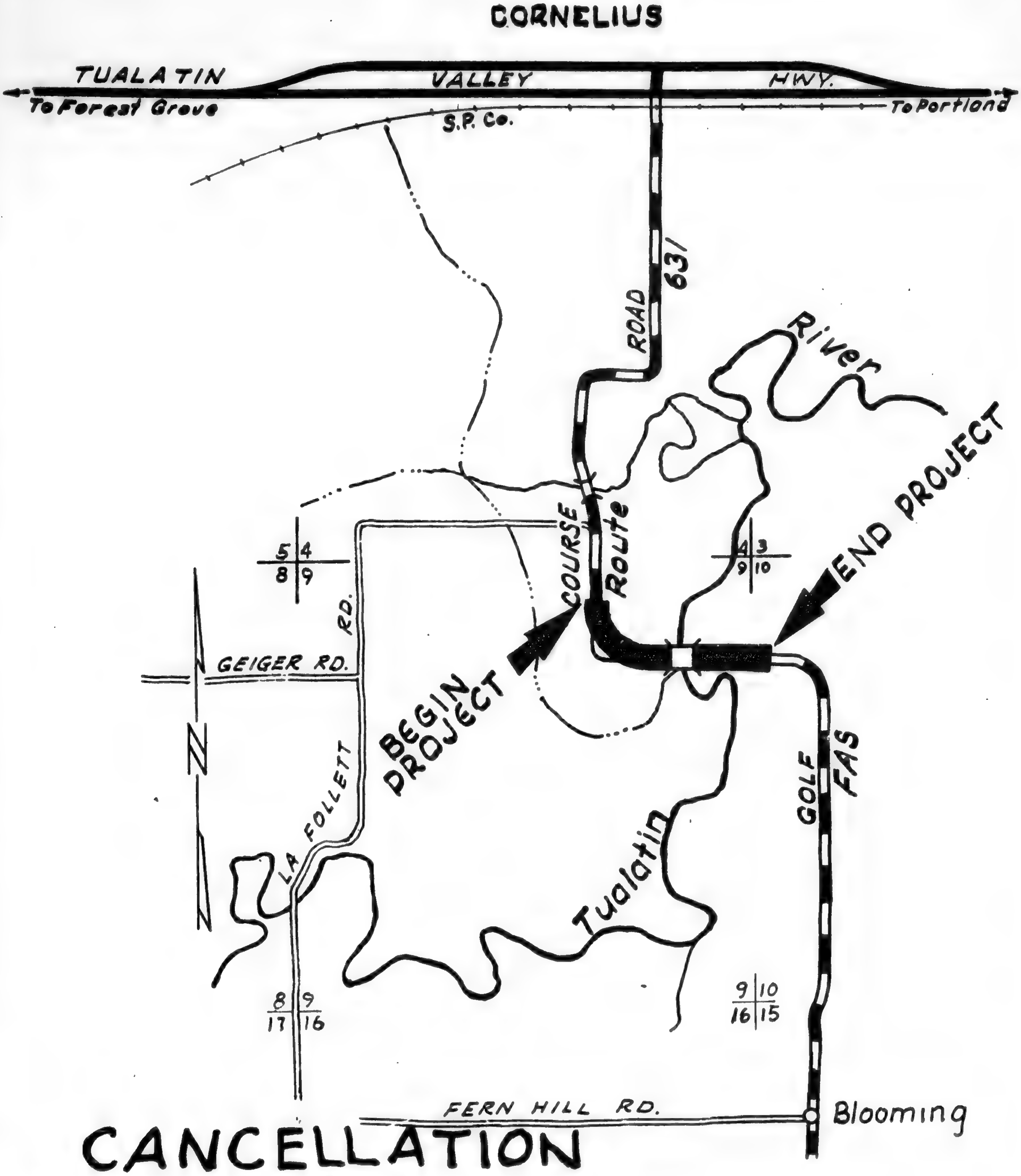
By
~~Commissioner~~

By
~~Commissioner~~

By
~~Commissioner~~

Date May 4, 1976

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 76 - 204
DATE 5-4-76
BY JoAnn Johansen
CLERK OF THE BOARD


CORNELIUS
TUALATIN VALLEY HWY.
To Forest Grove
To Portland
S.P. Co.
ROAD 631
River
END PROJECT
COURSE Route
COURSE
BEGIN PROJECT
5 4 / 8 9
4 3 / 9 10
RD.
GEIGER RD.
LA FOLLETT
Tualatin
GOLF FAS
8 9 / 17 16
9 10 / 16 15
FERN HILL RD.
Blooming

CANCELLATION

TUALATIN RIV. BRIDGE SECTION

GOLF COURSE RD. WASHINGTON COUNTY

#9004

15

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

DATE: June 18, 1976

TO: Oregon Transportation Commission

FROM: R. L. Schroeder
for H. S. Coulter
State Highway Engineer

SUBJECT: Cancellation of FAS-C Project

AGENDA
JUN 29 1976
49

Washington County is requesting cancellation of the project for grading and paving of the approaches on the Tualatin River (Golf Course Road) Bridge Section on FAS Route 631.

This FAS-C project was approved November 11, 1971. The structure was constructed under the Special Bridge Replacement Program with adequate connections to the existing road alignment. However, because of problems in securing right-of-way for major relocation work, the County is requesting cancellation of this FAS-C project.

Washington County will reimburse the State for all preliminary engineering charges by a transfer of FAS funds from County to State.

This will be an item on the agenda for the June 29 meeting and I recommend your approval.

Att.

RHP:dp ia

bc C. W. Head
R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
E. L. Hardt
L. W. Rulien
Don Harwell
V. E. Skoog
George Bell

Form 81-734-3123

8004

Info
Inves
R/D
D/R
Sign
Act

FOR
REFER
JUN 16 '75
RECEIVED
STATE HWY ENG

6/24/75 STATE COPY R

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. BRS-372(2)
2. COUNTY Washington
3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provides for the construction of a 489.79-foot long bridge with a 40-foot roadway width and embankments at the bridge ends. The bridge, Tualatin River (Golf Course Road), is on FAS 631 approximately 1 mile south of Cornelius.

COPY SENT
JUN 1 3 1975
Washingto

5. CONTRACTOR'S NAME Hamilton Construction Co.
6. CONTRACT AMOUNT $ 468,745.00

7. **CERTIFICATION:** *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

6-16-75

SIGNATURE (SHD Official)
TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

NOTED
H.S. COULTER

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 44 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
			X080	0.093

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY W M Bryant Area Engr.
11. DATE OF INSPECTION 10-21-74
12. IN COMPANY WITH Don Adams, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE W M Bryant
14. TITLE Area Engr
15. DATE 6-11-75

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE
17. TITLE District Engr
18. DATE 6-11-75

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

8004

CON 4

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert Straub
XXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 24, 1975

State Treasury Department
103 State Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: Hamilton Construction Co.
Contract 8004

The above contract has been finaled and the deposits in lieu of retainage are no longer required. Safekeeping Receipt 1288 may be cancelled and the bonds may be returned to the contractor, Hamilton Construction Company.

Vernon E. Skoog
Controller

by

Frank R. Griffin
Chief Accountant

JP:pl

cc: Hamilton Construction Co.

bc: ~~C. W. Head~~ Contract Payments
J. Bond C. Barrett

#8004

Tualatin R. (Golf Course Rd.) Br.
FAS 631

1859

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

March 20, 1975

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Permit No.	1360
Expiration date	6-12-75
Please return by	5-1-75
Fee	$50

_____ Please renew this permit. There is no change in plan from last year.

_____ Please renew this permit. Attached are revised application and drawing.

DRT I do not wish to renew this permit.

8004

March 10, 1975

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On February 21, 1975, we wrote to you concerning release of final payment on Contract No. 8004 awarded to Hamilton Construction Co., for the Tualatin River (Golf Course Rd.) Bridge on FAS 631 in Washington County.

Final payment on this contract is $492.76 and the total contract amount is $482,440.68 including $1,292.27 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Hamilton Construction Co.
P. O. Box 658
Springfield, OR 97477

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8004

CON-5-8004

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 18, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Vince Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 8004, Work Completed November 5, 1974

Project Tualatin River (Golf Course Rd.) Bridge

Highway FAS 631, County Washington

Type of Work Structure

Contractor Hamilton Construction Co.

Recommended Acceptance Date February 19, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

APPROVED
STATE HIGHWAY ENGINEER
DATE: 2-20-75

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

# 800-1 12-11-74

U. S. DEPARTMENT OF TRANSPOR… …N FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

…DERAL AID PROJECT NO. BRS-372(2)

STATE PROJECT NO. TUALATIN RIVER (GOLF COURSE RD) BRIDGE SECTION

COUNTY NAME: WASHINGTON

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. S-1121

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

…ED
…TATE …Y E…
12'74
RE…ER TO Hunter
FOR

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: SEPTEMBER 6, 1974

FEDERAL ROUTE NUMBER: SECONDARY ROUTE 631

STATE ROUTE NUMBER: COUNTY ROAD

GENERAL LOCATION:

COUNTY ROAD - APPROXIMATELY 1.5 MILES SOUTH OF CORNELIUS.

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) MINOR PROGRAM CHANGE

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AS REQUESTED IN MR. RULIEN'S NOVEMBER 27, 1974 LETTER WE APPROVE A MINOR PROGRAM CHANGE ADDING EMBANKMENT CONSTRUCTION OF TEMPORARY BRIDGE APPROACHES BY CONTRACT PRICE AGREEMENT TO THE CHARACTER OF THE PROPOSED WORK ESTIMATED TO BE $8,700.00.

NOTED
E. S. HUNTER

12-12-74
L. W. Rulien

RECEIVED
DEC 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 12-11-74

SIGNATURE OF APPROVING OFFICIAL:

TITLE: DIVISION ENGINEER

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8004

FORM E-1 (REV. 1-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: TUALATIN RIVER BRIDGE (GOLF COURSE ROAD)

WEEK ENDING: NOVEMBER 30, 1974

SECTION PREFIX: 534-1065

HIGHWAY: FAS 631

COUNTY: WASHINGTON

NAME OF JOB: TUALATIN RIV. (GOLF CRSE RD) BRIDGE

KIND OF WORK: STRUCTURE

CONTRACTOR: HAMILTON CONSTRUCTION COMPANY

CONTRACT NUMBER: 8004

FEDERAL AID PROJECT NUMBER: BRS-372(2)

DATE OF CONTRACT: MAY 8, 1974

DATE WORK STARTED: JUNE 13, 1974

COMPLETION DATE: NOVEMBER 5, 1974

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN:

SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 170

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: A $ 534,182.08

EXCLUSIVE OF ENGINEERING: B $ 491,824.03

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: C $ 480,896.06

ESTIMATED PERCENT UNDERRUN: 3 %

ENGINEERING AUTHORIZATION: $ 42,358.06

ENGINEERING COST TO DATE: $ 28,649.03

PERCENT OF AUTHORIZATION: 67.64 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: C 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: A 96.03%

DATE PROJECT WAS COMPLETED: NOVEMBER 5, 1974

SEMI-FINAL ESTIMATE WILL BE SUBMITTED ON OR ABOUT 12/13/74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13047A						
PERCENT	100						

CALENDAR	WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY NOV. 24	RAIN	0		
MONDAY 25	OVERCAST/SHWRS	0		
TUESDAY 26	OVERCAST	0		
WEDNESDAY 27	FAIR	0		
THURSDAY 28		0		
FRIDAY 29		0		
SATURDAY 30		0		

RECEIVED
DEC 2 1974
CONSTRUCTION SECTION

Routing
Jackmond
Harwood
Johnsen
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY NOV. 24	NO ACTIVITY THIS WEEK. PROJECT COMPLETE.
MONDAY 25	
TUESDAY 26	
WEDNESDAY 27	
THURSDAY 28	
FRIDAY 29	
SATURDAY 30	

REMARKS

STATUS: PROJECT COMPLETE AND READY FOR FINAL INSPECTION.

SIGNED E Rodriguez LOCATION ALOHA, ORE. 97005
E. RODRIGUEZ, RES. ENGR.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#2004

J

November 27, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Tualatin River (Golf Course Road) Bridge Section
Oregon Project No. BRS-372(2)

We are requesting a minor program change in the subject project to include in the "character of proposed work" embankment construction of temporary bridge approaches by contract price agreement. Temporary approaches are considered an incidental item in the project to make the bridge serviceable; therefore, no change in the overall length is considered necessary.

It was originally planned to follow this project with a grading and paving contract for extension of the fills and realignment of the westerly approach to the structure. This paving contract has been delayed until the first quarter of 1976, making it necessary to construct the temporary approaches.

The estimated cost necessary to accomplish the embankment construction is $8,700; sufficient funds are now included in the project estimate to cover these costs.

The west approach is from Station 33+00 to Station 35+50 and the east approach is from Station 40+40 to Station 43+50. Attached is a copy of the price agreement and supporting information.

Attachments

DAR:js

- - · 8004

8

Form E-208 (Rev. 11-70)

IP

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name TUALATIN RIVER BRIDGE, GOLF COURSE ROAD ✓
Date JULY 29 19 74
Highway FAS 631
Contract No. 8004 ✓
County WASHINGTON
Prefix 534-1065 ✓
Contractor HAMILTON CONSTRUCTION CO.
F. A. Project No. BRS - 372 (2) ✓
Address P. O. BOX 658, SPRINGFIELD, OREGON 97477
Order No. 2 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

SPLICE PRESTRESS CONCRETE PILES

Location by station numbers:

THROUGHOUT PROJECT

Estimate of quantities and cost:

FURNISH LABOR, MATERIALS AND EQUIPMENT TO BUILDUP
DRIVEN PILES AS REQUIRED--------------------------$250.00 ✓

THIS WORK HAS NOT BEEN PERFORMED

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

SPLICES REQUIRED TO COMPLETE THE WORK SHALL BE CONSIDERED AS "EXTRA WORK" AND SHALL BE PERFORMED IN ACCORDANCE WITH SUBSECTION 104.04 OF THE STANDARD SPECIFICATIONS.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$534,182.08 ✓
Present estimate ✓ of project cost, including $250.00 ✓ for work under this order	$534,182.08
Expected under-run over-run amount	$0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: ENRIQUE RODRIGUEZ ✓ Resident Engineer

Approval Recommended: .... Regional Engineer

Approval Recommended: .... For: Construction Engineer or Bridge Engineer ✓

Approved .... Construction Engineer.

A.D.

cc: Zitzewitz

8004

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 15, 1974

TO C. W. Head V. Gallagher
John Bond Charles Barrett

FROM V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off. RJH

SUBJECT Hamilton Construction Company
Contract 8004

Attached is a copy of a letter and a Treasurer's Receipt # 1288 (Bonds 18/41 in the amount of $24,000.00) advising us of the deposit by Hamilton Construction Company in lieu of retainage on contract 8004.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

RECEIVED
JUL 12 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1288

Received for Account of Hamilton Construction Co.

Address P.O. Box 658
Springfield, Oregon 97477

Date July 11, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
State of Oregon, County of Josephine City of Grants Pass Improvement Bonds 5% Dated June 1, 1972 Due June 1, 1975 1976 and 1977	18/41	24	1,000	6	1	75	24,000.00
							24,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8004

Authority ORS 279.575

Countersigned by

~~Deputy~~ Cashier

SPECIAL INSTRUCTIONS

State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 11, 1974

Hamilton Construction Company
Post Office Box [illegible]
Springfield, Oregon 97477

Attn: William [illegible], Vice Pres.

Gentlemen:

Per instructions from the [illegible] enclosed Oregon State [illegible], dated July 11, 1974, in the [illegible] State of Oregon [illegible] June 1, 1975, June 1, [illegible].

[illegible] number [illegible].

Very truly yours,

[illegible]

[illegible]

Encl.

[illegible]

RECEIVED
JUL 12 1974
Contract Acctg.

COPY

Tualatin River
Washington County
Highway Job No. 89

Tualatin R. (Golf Course Rd.)
Bridge Section
FAS 631

STATE OF OREGON
Division of State Lands
502 Winter Street NE
Salem, Oregon 97310
Phone: 378-3805

Expires: 6-12-75

Annual Review: 6-12-75

Fill PERMIT NO. 1360

HAMILTON CONSTRUCTION COMPANY

is hereby authorized to fill in a waterway of the state as described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provision of ORS 541.605 et seq. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action.

William S. Cox
William S. Cox, Director

June 12, 1974
Date

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1360

( ) 1. The Department of Environmental Quality
  ( ) a. has issued Waste Discharge Permit No. ____________ for this project.
  ( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted in a manner that will ~~behind a berm sufficient to isolate the operation from the free-flowing stream and~~ prevent any turbidity increase ( ) of 5 JTU's over background (x) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

( ) 3. ( ) a. The river shall not be diverted from its present channel.
  ( ) b. At the project's completion, the stream shall be
  ( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ______________________________.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED and (x) __x__ GRASS __x__ SHRUBS ____ TREES SHALL BE PLANTED ~~prior to~~ __________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

( ) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE ( ) OPERATION OF EQUIPMENT shall be done in the active flowing stream from ______________________________ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of ____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [______________ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(x) 9. Spoils, stockpiles, ~~and other fill materials~~ shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER (x) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. The Division of State Lands retains authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

( ) 11. ____

____

June 12, 1974

OSHD Permit No.: 89
[illegible]b Name: Tualatin R. (Golf Course Rd.) Bridge Sec.
FAS 631
Washington County

RP 1360

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Hamilton Construction Company
Corporate Name or Individual (Please Print)

P.O.Box 658, Springfield, OR 97477
Address Zip Telephone No.

William T. Peckham Vice Pres
Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be ~~Removed and/or~~ Placed in Fill Dirt and rock riprap.

b) Estimated Quantity ~~(Removal)~~ (Fill) Approx. 2,000 cu.yds..

c) Method of ~~Removal and/or~~ Fill Appropriate earthmoving equipment..

d) Purpose ~~and Proposed Use~~ of ~~Removal and/or~~ Fill Bridge approach fill and riprap.

e) Source of Fill Material (If Applicable) N/A.

f) Disposition of Materials Removed (If Applicable) N/A.

g) Proposed Period of Activity. ~~Removal~~ Awarded: May 8, 1974.
xxxxx Time: 200 Calendar Days.

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

RECEIVED
JUN 7 1974
DIVISION OF STATE LANDS
PO H274440

a) Name of Stream as Listed on Map Tualatin River.

b) Tributary of --.

c) Located in See Plans (Legal Description) of Section 9 Twp. 1 S R. 3 W.

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

PURCHASE ORDER STATE OF OREGON PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER
H 274440

SHIP TO	J. H. Versteeg, Room 223, State Highway Building, Salem, Oregon 97310
BILL TO	OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION 438 HIGHWAY BUILDING, SALEM, OREGON 97310

P. O. DATE: 6-6-74
NO. INVOICES: 3
ACCOUNT NUMBER:
BIENNIUM:
BID NUMBER:
COMMODITY CODE:
CLASS.:
FUND, PROJECT OR APPROPRIATION:
REQ. NO.:
AGENCY NO.: 734

VENDOR

Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.:
DELIVERY REQUIRED:
TERMS:

QUANTITY			DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
ORDERED	UNIT	REC'D.					
1	ea		Removal/Fill Permit OSHD No. 89			$50.00	534-1065-900P
			Tualatin R. (Golf Course Rd.)				
			Bridge Section				
			FAS 631				
			Washington County				
			Crew No. 007-00				

I Certify the Above Items are within Current Budget Allowance
ORDERED BY:
DATE: 6-6-74
APPROVED:

I Certify these Items are Authorized by the Dept. of General Services
AUTHORIZED AGENT — SIGNATURE
DATE: 6-6-74
RECEIVED BY:
DATE:

FORM 81-734-1036

ORIGINATOR

OSHD Permit No.: 89
b Name: Tualatin R. (Golf Course
Rd.) Bridge Sec.
FAS 631
Washington County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Hamilton Construction Company
Corporate Name or Individual (Please Print)

P.O.Box 658, Springfield, OR 97477
Address Zip Telephone No.

William T Peckham Vice Pres
Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable)
Corporate Name or Individual (Please Print)

Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be ~~Removed and/or~~ Placed in Fill Dirt and rock riprap.

b) Estimated Quantity ~~(Removal)~~ (Fill) Approx. 2,000 cu.yds..

c) Method of ~~Removal and/or~~ Fill Appropriate earthmoving equipment.

d) Purpose ~~and Proposed Use~~ of ~~Removal and/or~~ Fill Bridge approach fill and riprap.

e) Source of Fill Material (If Applicable) N/A.

f) Disposition of Materials Removed (If Applicable) N/A.

g) Proposed Period of Activity. ~~Removal~~ Awarded: May 8, 1974.
~~xxxxx~~ Time: 200 Calendar Days.

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations.

Location.

a) Name of Stream as Listed on Map Tualatin River.

b) Tributary of --.

c) Located in See Plans (Legal Description) of Section 9 Twp. 1 S R. 3 W.

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

8004

STATE COPY

Form Approved; O.M.B. No. 04-R2089

9

MONTHLY TRANSACTION NO. 5-75	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE **Oregon**
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY **Washington**
PROJECT REPORT NO. 6	May 13, 1974	PROJECT NO. **BRS-372(2)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. approximately 1.5 miles south of Cornelius

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-5-73	0.093
OTHER *(Specify)*		

FUNDS Pro Rata 75%

ESTIMATED TOTAL COST OF PROJECT $ 534,182	FEDERAL FUNDS $ 400,636

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By L V Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer May 13, 1974

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9, and 13 are not applicable." As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal-aid Project
No. BRS-372(2)

TUALATIN RIVER (GOLF COURSE RD.) BR. SECTION

FAS 631 IN WASHINGTON COUNTY

Salem, Oregon, May 9, 1974

Project Agreement Estimate

Type Code X080
Tualatin River Bridge (Sta. 35+50.5 to Sta. 40+40.5)

Temporary Protection and Direction of Traffic	All	Required		$ 1,000.00
Temporary Signs	30	sq.ft.	5.00	150.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	75	lin.ft.	5.00	375.00
Mobilization	All	Required		10,000.00
Embankment in Place	3,400	cu.yds.	2.50	8,500.00
Class "C" Asphalt Concrete	270	ton	27.00	7,290.00
Filter Blanket	60	cu.yds.	10.00	600.00
Loose Riprap, Class 100	180	cu.yds.	10.00	1,800.00
Bridge Removal Work	All	Required		7,000.00
Structure Excavation	60	cu.yds.	5.00	300.00
Furnish Pile Driving Work	All	Required		5,000.00
Furnish 16-inch Prestressed Concrete Piling	8,916	lin.ft.	10.00	89,160.00
Drive Prestressed Concrete Piles	7,600	lin.ft.	2.00	15,200.00
Class A Concrete (270 cu.yds.)	All	Required		35,000.00
3' x 35'/40' Prestressed Slabs	27	only	1,300.00	35,100.00
3' x 50'/55' Prestressed Slabs	9	only	2,000.00	18,000.00
4' x 35'/40' Prestressed Slabs	90	only	1,450.00	130,500.00
4' x 50'/55' Prestressed Slabs	30	only	2,300.00	69,000.00
Reinforcement (37,200 lbs.)	All	Required		14,000.00
Reinforced Concrete Bridge End Panels	230	sq.yds.	35.00	8,050.00
Pedestrian Handrail	530	lin.ft.	24.00	12,720.00
				$ 468,745.00

Anticipated Items

Temporary Erosion Control	All	Required	$ 100.00
On-the-Job Trainees (2 @ $800)	All	Required	1,600.00
Plant Grass & Shrubs on Disturbed Stream Bank (EW)	All	Required	200.00
			$ 1,900.00

Subtotal	$ 470,645.00
Engineering	63,537.00
Total	$ 534,182.00

Length of Structure - - - 0.093

Federal Funds	$ 400,636.00
County Funds	133,546.00
	$ 534,182.00

Group 1 - 100%

Prefix: 534-1065

Contract No. 8004

1859

DEPARTMENT OF TRANSPORTATION

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY - 9 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

May 8, 1974

Hamilton Construction Co.
P. O. Box 658
Springfield, OR 97477

Gentlemen:

The Oregon Transportation Commission on April 22, 1974, accepted your proposal for work on the Tualatin River (Golf Course Rd.) Bridge Section of FAS 631 in Washington County in the amount of $468,745 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of Washington County is received and $133,500 is deposited by the County.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 6004.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 20, 1974.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

js
Enclosures

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
Vince Gallagher
William Geibel (SAIF)
Ed Hardt
Enrique Rodriquez
Don Trout

#8004

FAS 631

FORM E-80-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1974

SUBJECT: Tualatin River-Golf Course Bridge
Washington County

To:

MEMO TO FILES

It has been determined that sidewalks on the subject structure were justified prior to the law; therefore, the cost of these facilities is not chargeable to the bicycle/footpath program.

James D. McClure
Bicycle Route Engineer

WHW:jp
cc C.G. Swenson ✓

1 [illegible] ✓
A. Olson
[illegible]
Stott
2 Swenson
R. Olson
Trout

RECEIVED
APR 29 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
[illegible]
[illegible]
[illegible]
[illegible]
Other

8004

$

cc: John Crockett, Wash. Co.
E. S. Hunter
L. W. Rulien
W. J. Hart
J. H. Versteeg
E. L. Hardt, Attn. Don Adams

RECEIVED
APR 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MEMO TO FILES

April 10, 1974

RE: Special Bridge Replacement Project
Tualatin River (Golf Course Road) Bridge
FAS 631
Washington County
BRS-372(2) & Future FAS-C

NOTED
E. S. HUNTER

An application dated September 21, 1971 regarding subject project was received from Washington County for construction of a project on Golf Course Road. Subsequent to that date, a decision was made to construct the bridge under the Special Bridge Replacement Program to be followed with the roadwork portion of the project to be constructed as an FAS-C project.

Under date of July 31, 1973, a right-of-way certificate was received from Washington County indicating no right-of-way was required for construction of the bridge project. Therefore, plans were drawn and reviews made by all parties concerned and project was processed for construction as indicated above.

It has been determined that the embankment and end bent fills under the impact panels will require additional right-of-way on each end of the structure. This matter has been reviewed and discussed with various personnel in Bridge, Design, Region, and most recently, with Mr. L. W. Rulien of the Project Management Section and Mr. W. N. Bryant of FHWA, and determined that we should proceed with accepting bids on the project on April 11, 1974. Also, the County should proceed with utmost haste to obtain needed right-of-way for construction of this project. Since the condition of this structure warrants this project being on the SBR Program, and with the acceleration of prices and other related matters, it has been determined that the foregoing is in the best interest of all parties.

As mentioned above, the FAS-C project will require additional right-of-way and in that event, an opportunity for a public hearing will be afforded on the overall project.

D N Harwell
D. N. Harwell
Assistant Engineer
County & City Unit

DNH:ljt

P.S.: Attn. Region 1 & Washington County - Please proceed in all haste to obtain necessary right-of-way. Enclosed is a copy of a permit of entry which was used in a similar instance.

8004

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO Oregon ~~State Highway~~ Transportation Commission

DATE March 20, 1974

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
March 28 and April 11 Bid Lettings

Bids will be taken March 28 and April 11 on the following projects. To completely document our records, an explanation of plans concerning establishing of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366 is shown:

MARCH 28 BID LETTING

1. Jantzen Beach Interchange
Pacific Highway, Multnomah County
Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Manzanita Safety Rest Area
Pacific Highway, Josephine County
Expansion Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Motorist Service Signing Project
Columbia River and Old Oregon Trail Highways
Six Counties
Logo Signing Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

4. South Banfield Interchange-Foster Road Section
East Portland Freeway, Multnomah County
Pile and Plate Load Testing Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

Em 16
2205'
S. Banfield-
Foster Rd.

5. South Fork Malheur River-Malheur Caves Road Section
Steens Highway, Harney County
Grade and Pave Project

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and bike trails are not required to be established... if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

Em [illegible]
[illegible]

6. Pacific Highway East at Young Street (Woodburn) Section
Pacific Highway East, Marion County
Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

Area 13
[illegible]

7. Willow Creek ("C" Street. Madras) Bridge
FAS 15-103, Jefferson County
Grade, Pave and Structures Project

Concrete sidewalks will be incorporated on a replacement basis of the existing facilities.

[illegible]

8. Whisky Creek (Perry Johnson) Bridge Section
FAS 487, Tillamook County
Grade, Surface and Structure Project

Footpaths and bike trails will not be established under this project as per ORS

[illegible]

Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and bike trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

9. Milo McIver State Park
Clackamas County
Toilet Building Project

Park #1 McIver

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

10. Fort Stevens State Park
Clatsop County
Trail Underpass and Bikeway

Park 1 Ft. Stevens

This project provides a fully separated 8-foot wide bikeway and pedestrian facility within the State park.

11. Sunset Bay State Park
Coos County
Toilet Building Project

Park 1 Sunset Bay

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

APRIL 11 BID LETTING

1. Garden Valley Road-Fairgrounds Interchange Section
Pacific Highway, Douglas County
Grade, Pave, Structure and Signing Project

Gar 11 [illegible] PP

An 8-foot separated bicycle/pedestrian facility will be constructed from the north bank of the Umpqua River south to the fairgrounds.

2. Tualatin River (Golf Course Road) Bridge Section
FAS 631, Washington County
Grade, Pave and Structure Project

Co. 19.1
Tualatin R.
Golf Course

A bicycle/pedestrian sidewalk will be provided along the project's length.

These projects will be on the agenda for the March 27 meeting and your approval is requested.

bc C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Rulien
Gary Sund
R. E. Whipps

JDM:mc ja

. 8004

S

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE March 18, 1974

TO MEMO TO THE FILES

FROM
C. G. Swenson
Specifications Engineer

SUBJECT Critical Materials and Fuel Required for the Tualatin River (Golf Course Road) Bridge Structure Project
(Bids to be opened April 11, 1974)

NOTED
E. S. HUNTE

The subject project will require the following estimated quantities of materials and fuels:

Material	Quantity	
Asphalt Cement	17	Tons
Portland Cement	1,600	Cwt.
Reinforcement	38,000	Lbs.
Structural Steel	-	Lbs.
Diesel	3,000	Gals.
Gasoline	300	Gals.
Explosives	-	Lbs.

CGS:fw

cc: E. S. Hunter
John A. Bond
J. H. Versteeg

RECEIVED
MAR 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8004

5

NOTED
E. S. HUNTER

MEMO TO FILES

March 11, 1974

NOTED
E. S. HUNTER

Re: Special Bridge Replacement Project
Tualatin River (Golf Course Road) Bridge
FAS 631
Washington County

I called Mr. John Crockett, Washington County Chief Engineer, today and informed him that we had approval from FHWA for $550,000 for this structure. He said the County had approximately $140,000 for match money. This is all that is necessary for the 25% match money for the $550,000.

It is now clear to accept bids on this structure.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Unit

HR:ljt

cc: E. S. Hunter ✓
L. W. Rulien
W. J. Hart
C. G. Swenson

RECEIVED
MAR 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5

2-6-74

8004

Budget Bureau No. 41-R2068; Appro

U.S. DEPA
BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	ST CO (2)
2		Co. Rd. approx. 1.5 mi. S. of Cornelius		800	2,300	93	10	Oregon	

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7
3	One Bridge								BRS-	372(2)

CARD	CLASS OF FEDERAL FUNDS [1]		COUNTY NAME		
	Special Bridge Replacement		Washington		
4	NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)
	---	Secondary	S	631	Co.Rd.

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	C PR
1	(14)(15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage 2	1121	BRS-372(2)	Co. Rd. approx. 1.5 mi. S. of Cornelius "Tualatin Riv. (Golf Cs Rd.) Br. Sec."	0.082	450,000	337,500	112,500(Co)	Const. on prestress (L. 430' on S. sid
										PROJECT TOTAL	0.082	450,000	337,500	112,500(Co)	
5					PE ROW CONST		RE-QUESTED REVISION Stage 2	1121	BRS-372(2)	Co. Rd. approx. 1.5 mi. S. of Cornelius "Tualatin Riv. (Golf Cs Rd.) Br. Sec."	0.928	(16) 550,000 (23)	(24) 412,500 (33)	137,500(Co)	Const. on prestress (L. 490' (nominal) and 20' apron on
										PROJECT TOTAL	0.928	550,000	412,500	137,500(Co)	

CARD		
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE: To revise "Character of Proposed Work" to reflect change in leng 430' to 490' and add 20' approach aprons. Also to increase "Project Cost" to re change and to conform with the latest estimate as adjusted to reflect increased

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: July 5, 1973

OTHER:

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVE
DATE February 6, 1974	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

NO.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces) Co. Rd. approx. 1.5 mi. S. of Cornelius	ADT	800	FUTURE 2,300	YEAR 93	REGION 10	STATE NAME Oregon	STATE CODE 41 APPN. CODE 115	ITEM NO. 1121

PROPOSED WORK (35 spaces): Bridge

NATL. FOREST:

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO / SUPV AGCY / DA CLASSIF. / DA AREA / EMERG. YR. / PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) BRS- NUMBER-AGR. NO. 372(2)

I PROJECTS ONLY: POST MI. / DESIG.

AL FUNDS [1]: Special Bridge Replacement

COUNTY NAME: Washington — CODE 067

AREA: ---

F.A. SYSTEM: Secondary

RTE NO.: S — FEDERAL AID: 631 — STATE: Co.Rd. — U.S.: --

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	1121	BRS-372(2)	Co. Rd. approx. 1.5 mi. S. of Cornelius "Tualatin Riv. (Golf Cs Rd.) Br. Sec."	0.082	450,000	337,500	112,500(Co)	Const. one reinf. conc. prestressed slab span br. (L. 430', HC 40'), 5' walk on S. side.
					PROJECT TOTAL	0.082	450,000	337,500	112,500(Co)	
PE ROW CONST		REQUESTED REVISION Stage 2	1121	BRS-372(2)	Co. Rd. approx. 1.5 mi. S. of Cornelius "Tualatin Riv. (Golf Cs Rd.) Br. Sec."	0.928	550,000	412,500	137,500(Co)	Const. one reinf. conc. prestressed slab span br. (L. 490', HC 40'), 5' (nominal) walk on S. side and 20' conc. approach apron on each end.
					PROJECT TOTAL	0.928	550,000	412,500	137,500(Co)	

PR-9 has been submitted 7 days. Yes ☐ — CODE 11

PROJECT WITHDRAWN YES ☐ — CODE 2

tting into two or more projects. Prepare a form PR-1 for all resulting from such action.

REASON FOR CHANGE: To revise "Character of Proposed Work" to reflect change in length of bridge from 430' to 490' and add 20' approach aprons. Also to increase "Project Cost" to reflect the work change and to conform with the latest estimate as adjusted to reflect increased labor costs (OVER)

ROVAL: , 1973

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE February 6, 1974	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

[1] ansfer from one class of project to another, or covers joint financing, show both classes of funds involved.

THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48808-P61

(Cont.)

and material costs since submission of original program documents.

#8004

bc: F. E. Terpin
W. J. Hart
C. G. Swenson

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 17, 1974

Mr. Ken Meng
Washington County Director of
Public Works
150 N. 1st Street
Hillsboro, Oregon 97123

Attention Mr. John Crockett

Re: Special Bridge Replacement Project
Tualatin River (Golf Course Road) Bridge
FAS 631
Washington County

Dear Mr. Meng:

This is just to make sure that the county understands that the guardrails on the approaches to this new structure are county responsibility. In this type of project, Federal funds participate only in the construction of the bridge.

We have just received a revised estimate for this structure in the amount of $530,000. This is $80,000 more than we have programmed with FHWA, but we will try to get some additional funds in behalf of the county. Please keep these amounts confidential.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:ljt

REFERRED TO
Cole
Reed
Erikson
Sample
Hager
Watson W
Return ☐
Forward ☐
Discuss ☐
File ☐
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
A. Olson
2 Terpin
Scott
Copy Swenson
R. Olson
Trout

RECEIVED
JAN 17 1974
ROAD DESIGN SECTION

Other

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#8004

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

REFERRED TO

Cole
Reed
Eriksen
Sample
Hager
[✓ Watson] W
[✓ Return] ☐
Forward ☐
Discuss ☐
File ☐

BY FINAL DESIGN ENGINEER

DATE January 11, 1974

TO Mr. H. S. Cox
County-City Engineer

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Tualatin River (Golf Course Road) Bridge
Golf Course Road - FAS631
Washington County
Bridge No. 13047A

The estimate for the above subject structure has been updated to reflect the rise in construction costs over the past few months. At this time the estimated cost of the structure only is $530,000, which includes a cost for removal and 20% for engineering and contingencies.

DOC:dh

cc L. H. Young
J. H. Versteeg

1 ✓
2 T
Scott
Swenson
R. Olson
T
ROAD
SECTION
Other

8004

S

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE 1-7-74

TO RESPONSIBLE SECTIONS:

W. J. Hart	L. H. Young	H. S. Cox	R. F. Royer
Hal Versteeg	J. B. Boyd	Don Byard	L. E. George
Victor D. Wolfe	Region 1		
	RULIEN		

FROM L. H. Young
Office Engineering

NOTED
E. S. HUNTER

SUBJECT Management Control System

Attached are project activity input forms for the purpose of introducing major changes or new projects into the management control system.

Section Name TUALATIN RIV. (GOLF CRSE) BR.

Highway Name GOLF COURE RD.

Highway No. 631, Region No. 1, District No. 2

Begin M.P. 0.0, Sec. Length 0.4

Proposed Work GRADE PAVE

Prefix 534-1457B, Funding Code B02 (SEC. CO.).

All activities should be reviewed in respect to this project and forms returned to Office Engineering as soon as possible.

Attachment

cc: E. S. Hunter ✓

SKED 8-29-74

ESTIMATE 150,000

RECEIVED
JAN 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#8004

1 Versteeg V
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout K

RECEIVED
JAN - 4 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring up
Other

MEMO TO FILES

January 3, 1974

Re: Special Bridge Replacement Project
Tualatin River (Golf Course Road) Bridge
FAS 631
Washington County

Mr. John Crockett, Chief Engineer of Washington County's Department of Public Works, was contacted yesterday and the following points were agreed upon:

1. County will be responsible for placing and maintaining the detour and road closure signs for this project outside the work area.
2. The contractor is responsible for signing within the work area.
3. The wearing surface on the bridge is to be included in the contract.
4. County is to complete the approaches and connections between the new structure and the existing roadway.

RECEIVED
JAN 8 1974
BRIDGE DIVISION

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

REFERRED TO
Cole
Reed
Eriksen
Sample
Hager
[✓ Watson] L.W.
[✓ Return] ☐
Forward ☐
Discuss ☐
File ☐
BY FINAL DESIGN ENGINEER

HR:ljt

cc: R. N. Chase
C. G. Swenson
R. W. Ellison

8004

s/

August 29, 1973

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon 97123

Attention: JoAnn Johanson
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 4795

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the bridge over the Tualatin River on Golf Course Road, FAS 631, in Washington County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W Head, Manager
ADMINISTRATIVE SERVICES

ks
Attachment

bc H. S. Cox

8004

51

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 24, 1973

TO R. L. Schroeder
Assistant State Highway Engineer

FROM Gary A. Potter
Project Coordinator

Gary A. Potter

SUBJECT Tualatin River Bridge Section
Golf Course Road, FAS 631
Washington County, Oregon

The subject negative declaration was previously approved by the Federal Highway Administration May 22, 1973. Since that time, the Coast Guard has requested that the statement be modified concerning the effects of the project on flood stages.

If you concur in the revised negative declaration, please sign five copies and return to this office for processing.

GAP:lj
cc: H. S. Cox
L. H. Young
W. J. Hart

Signed and returned to Gyard 8-1-73

RECEIVED
JUL 25 1973
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

8004

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
July 18, 1973

To: Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

SUBJECT: Tualatin River Bridge
Golf Course Road, FAS 631
Washington County

Attached is a location-design approval form for the subject SBRP project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

We will proceed to place the required notices in the proper news media.

H. S. Cox
County and City Engineer

By

Robert H Prange

Robert H. Prange
Rural Engineer

RHP:lat
Att.
cc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
E. S. Hunter
H. S. Coulter
W. J. Hart
R. E. Royer
J. H. Versteeg
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

NOTED
R. L. SCHROEDER

RECEIVED
JUL 18 1973
Office of
Assistant State Highway Engineer

Approved copy
handed to Harwell
7-19-73

LOCATION - DESIGN APPROVAL

COUNTY: Washington

SECTION: Tualatin River (Golf Course Road) Bridge

FAS NO.: 631

ROAD NAME: Golf Course Road

PROJECT DESCRIPTION:

Construct a precast, prestressed concrete bridge on existing alignment 431 feet with a 40-foot roadway and a 5-foot sidewalk on the upstream side.

ESTIMATED COST: $450,000

HIGHWAY COMMISSION APPROVAL: 1-23-73 (S.B.R.P.)

HEARING: None Required

STATE CLEARINGHOUSE REVIEW: 12-30-71

SECTION 204 REVIEW: 12-17-71

HEARING CERTIFICATION: None Required

ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA 5-22-73

REMARKS: This is a Special Bridge Replacement Project.

APPROVED: July 18 **19**73

E G Hunter
Assistant State Highway Engineer

8004

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 13, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Tualatin River Bridge Section
Golf Course Road, FAS 631
Washington County, Oregon

This negative declaration precedes our request for location and design approval of the subject project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located where Golf Course Road crosses the Tualatin River, approximately 1.5 miles south of Cornelius in Washington County.

The project is designed to construct a reinforced concrete bridge 400 feet long with a clear roadway width of 40 feet, and is to entail construction of approximately one-half mile of roadway with twelve-foot travel lanes and eight-foot paved shoulders. The total project is to be constructed in two phases. In the first phase, the bridge over the Tualatin River is to be removed and replaced by a new structure with temporary approaches to the existing road. The second phase will be a separate contract for construction of short sections of new road at either end of the bridge and will include reflecting guide posts, guardrails, and permanent erosion controls. Washington County will acquire the necessary right of way required for an improved alignment of the easterly bridge approach and will be responsible for utility adjustments.

An opportunity for a public hearing on the second phase construction proposal will be offered at the appropriate time.

EXISTING ENVIRONMENTAL SETTING

Golf Course Road leads south from the City of Cornelius and traverses the flat Tualatin River Valley floor. Along the route are residential areas, light industry, commercial enterprises, small diversified farms, and the Forest Hills Golf Course. Golf Course Road serves farm-to-market, school bus, mail, residential, recreational, commercial, and light industrial traffic.

The Tualatin River Valley in the vicinity of the proposed project is composed of fertile, slightly undulating farmland where diversified agricultural activities take place. Grain, livestock, and fruit are the principal commodities of the farming community.

The Tualatin River begins in the Coast Range in the southwestern area of Washington County and meanders in an easterly direction across the southern part of the County toward its confluence with the Willamette River. The tree-lined and brush-lined watercourse is slow-moving and serpentine as it winds through the Tualatin River Valley. Much of the low-lying area adjacent to the river is subject to seasonal flooding.

A history of flood conditions in the vicinity of the Golf Course Road bridge indicates that the road is flooded on both sides of the structure about every five years, and there have been instances of the road being flooded several times in a single year. During periods of high water, the existing bridge and overflow trestles are either partially or totally submerged. It is estimated that the structures and highway create an 0.6-foot backwater during such periods of high water. Existing and planned flood control for the watershed above the bridge is not expected to change the high-water stage significantly, nor is there expected to be any significant difference between a ten-year flood frequency and a hundred-year frequency at the bridge site, as the ponding action of the wide flood plain provides a high storage potential.

PURPOSE OF PROJECT

The purpose of the project is to replace an existing structurally unsound and substandard bridge, to provide safety and convenience for the road user, and to improve the county road arterial system of Washington County. The bridge, constructed in 1948 and now having a three-ton load limit, has so deteriorated that neither ordinary maintenance procedures nor partial reconstruction is economically feasible; therefore, it was decided that total replacement would be necessary.

At the present time, the average daily traffic on Golf Course Road is 800 vehicles of all types. Approximately 8 percent of this traffic consists of two-axle and three-axle trucks. The three-ton load limit on the Tualatin River Bridge requires these trucks to bypass the bridge section. The twenty-year traffic projection for this road is for an average of 2,800 vehicles per day.

In view of the deterioration of the bridge, its service level, projected traffic demand, and the cost of maintenance, replacement of the structure seems to be in order.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most noticeable impact of the proposal will derive from the provision of a safe, durable, and convenient facility for the traveling public. The removal of the existing dilapidated bridge and its replacement with a modern, concrete structure will add an esthetically pleasing aspect to the project, as well as provide a benefit in reduced maintenance costs.

The vertical alignment for the proposed structure and approaches will raise the highway sufficiently to prevent its being overtopped by high water. The bridge support beams are to be two feet above the high-water level recorded in the 1964 flood. Because the bridge will have longer spans with fewer support bents, the flow capacity under the structure will be improved. It is estimated that the backwater will be reduced by nearly 0.5 of a foot by the proposed structure and highway.

Additional right of way will be required; however, no one will be relocated from his farm, home, or business establishment, and all road approaches will be restored in a like or better condition. Minor adjustments will be made to aerial and underground utilities, and provisions will be made in the new structure for the attachment of future utility conduits. Loss of productive agricultural land will be minimal and farming operations will not be seriously impaired. Some clearing of trees and brush will be performed on and near the riverbanks, but only to the extent necessary for the construction of the new facilities.

There are no public park and recreation facilities or registered historic sites affected by the project, nor are there any wildlife nesting or feeding grounds that will be adversely affected. The Forest Hills Golf Course, located approximately 1.5 miles south of the project site, will not sustain any impairment of its facilities.

The State Executive Department, after conducting an A-95 review, approved this proposal on December 30, 1971. The Executive Board of CRAG unanimously endorsed the project on December 17, 1971. A request for a Coast Guard permit to construct a structure across a navigable river is being processed and will be forwarded to them for their review.

During construction of the project, enforcement of standard specifications that are a part of all contracts, calling the attention of the contractor to the requirements of ORS Chapter 449, will ensure the protection of air and water quality. Temporary and permanent erosion control measures will be undertaken, such as seeding and mulching or riprapping of slopes for the continued protection of water quality.

All parts of the existing bridge will be removed down to or below the natural bottom of the waterway, and all work shall be undertaken in such a manner that free navigation of the Tualatin River and present navigable depths are maintained.

During construction, the traveling public will be subject to minor inconveniences from closure of the road; however, traffic can be diverted to a nearby facility to the west of the project, which is formed by Fern Hill Road and La Follett Road. Adequate signing and flagging will be provided for the temporary direction and protection of traffic.

BASIS FOR NEGATIVE DECLARATION

The proposed project is an important element in Washington County's transportation system and is deemed necessary for public safety. The benefits accrued in public safety will outweigh any temporary inconvenience to the road user and the minimal loss of private land. Any detrimental impact to the local environment will be insignificant.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur ____________ Date 8-22-73
Division Engineer

EW:bb

cc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. H. Young
L. W. Rulien
W. J. Hart

5

P 7-1-10

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: MAY 22, 1973

BY (Signature): MR. YOUNG'S MAY 15, 1973 LETTER

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☐ FAU ☒ FAS ☒ OTHERS BR

AGE 1* EM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1121 THRU ______

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
					LOCATION — **WORK**
121	BRS-372(2)	0.082	450,000	337,500	TUALATIN RIVER (GOLF COURSE) ROAD BRIDGE SECTION WASHINGTON COUNTY — ONE STRUCTURE

8-30-73
original to
L. H. Young

NOTED
E. S. HUNTER

RECEIVED
AUG 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 29 '73
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File
✓						

MARKS (Division)

OU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED OR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU UBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR HIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE OTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED

ATE	SIGNATURE AND TITLE
5-22-73	G. L. GREEN, DIVISION ENGINEER

APPROVED

DATE	SIGNATURE AND TITLE
[illegible]	D.W. Loutzenheiser, Dir. Office of Engineering Mr. James J. Crowley, Chief Federal-Aid Division

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

PR-48
v. 8-71)

GPO 915-690

8004

8004

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1859

DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5256

TOM McCALL
GOVERNOR

DIARMUID F. O'SCANNLAIN
Director

June 25, 1973

Robert A. Duin
Capt., U. S. Coast Guard
Thirteenth Coast Guard District
618 Second Avenue.
Seattle, Washington 98104

NOTED
F. B. KLABOE

Subject: U. S. Coast Guard Public Notice 73-N-14
(Bridge Across Tualatin River at Mile 51.5, near Forest Grove, Oregon.)

Dear Capt. Duin:

The Oregon State Department of Environmental Quality hereby certifies there is reasonable assurance that the above subject project as described will not violate applicable water quality standards.

I must comment that it seems a little absurd that the Coast Guard would be concerned about navigational clearances on this bridge which is so remote up a narrow, crooked, shallow, driftwood choked stream. I have a hell-of-a-time getting through the choked channel with a canoe when hunting ducks at flood stage. During late summer the flow drops to three or four cfs. ✓

cy to [illegible]
[illegible]
[illegible]
[illegible] 73

Very truly yours,

DIARMUID F. O'SCANNLAIN
Director

NOTED
F. B. KLABOE

Glen D. Carter

GDC:lb

Glen D. Carter
Water Quality Analyst

cc: Division of State Lands
cc: Environmental Protection Agency
cc: State Water Resources Board
cc: State Fish Commission
cc: Oregon Game Commission
cc: State Highway Department

RECEIVED
STATE HWY ENGR
JUN 27 '73
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

DEQ-1

8004

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

3271
Ser 439

14 JUN 1973

NOTED
E. S. HUNTER

Hunter - TAA

In reply refer to
Proposed Replacement Bridge
Across Tualatin River at Mile 51.5
Near Forest Grove, Oregon

PUBLIC NOTICE NO. 73-N-14

BRIDGES

All interested parties are notified that an application has been received by Commander, Thirteenth Coast Guard District, from Oregon State Highway Division (acting as agent for Washington County), Highway Building, Salem, Oregon 97310, for approval of location and plans of a proposed new fixed replacement highway bridge across a navigable waterway, as follows:

WATERWAY AND LOCATION

Tualatin River at approximate Mile 51.5, near Forest Grove, Oregon.

CHARACTER OF WORK

Remove the existing Golf Course Road bridge and construct a new fixed highway bridge on the same alignment at the same location. The new bridge will incorporate 12 spans. The navigation span will be positioned over the main channel. The remaining 11 spans are to accommodate high water flood flows. Navigation clearances will be provided through the main span, as follows:

Horizontal - 49'-8" measured normal to the channel

Vertical - 21.48' at Low Water Elevation 135 ft.
2.5' at High Water Elevation 154 ft.

BASIS FOR DECISION

The decision as to whether or not approval of the location and plans for the bridge will be granted rests upon the effect of the bridge on navigation, environment, etc. Other pertinent facts, such as wildlife and waterfowl refuges, public parks, historic sites, pollution, etc., will be made part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval. The applicant has submitted a Negative Declaration of environmental impact which is on file in this office.

[illegible]
6-22-73 [illegible]

RECEIVED
JUN 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Public Notice No. 73-N-14
Bridges

SOLICITATION OF COMMENTS

Interested parties are requested to express their views, in writing, on the suitability of the location, adequacy of the navigation clearances, and effect on the human environment, giving sufficient detail to establish a clear understanding of reasons for support or opposition. Comments will be received at the Office of the Commander, Thirteenth Coast Guard District, Attention: Aids to Navigation Branch, 618-2nd Avenue, Seattle, Washington 98104, through 23 July 1973.

This Notice consists of 2 pages, 4 sheets of drawings of the proposed bridge, and 1 sheet Public Notice of Oregon Department of Environmental Quality.

Robert A. Duin
ROBERT A. DUIN
Captin, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encl: (1) Dwgs (4)
(2) P/N Ore Dept Env. Qual.

DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205
Phone 229-5256

TOM McCALL
GOVERNOR

Diarmuid F. O'Scannlain
Director

ENVIRONMENTAL QUALITY COMMISSION
B. A. McPHILLIPS
Chairman, McMinnville
EDWARD C. HARMS, JR.
Springfield
STORRS S. WATERMAN
Portland
GEORGE A. McMATH
Portland
ARNOLD M. COGAN
Portland

In re Proposed Replacement Bridge
Across Tualatin River at Mile 51.5
Nr Forest Grove, Oregon

PUBLIC NOTICE

BRIDGES

The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Section 401 of the Federal Water Pollution Control Act Amendments of 1972 Public Law 92-500 has been requested to certify that there is reasonable assurance that the project described in Public Notice No. 73-N-14 issued by Commander, Thirteenth Coast Guard District in Seattle, will not violate applicable water quality standards. Comments regarding possible water quality effects of the proposed project should be sent within 20 days to the Department of Environmental Quality, 1234 S.W. Morrison Street, Portland, Oregon 97205.

DEPARTMENT OF
ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205
Phone 229-5256

TOM McCALL
GOVERNOR

Diarmuid F. O'Scannlain
Director

ENVIRONMENTAL QUALITY COMMISSION
B. A. McPHILLIPS
Chairman, McMinnville
EDWARD C. HARMS, JR.
Springfield
STORRS S. WATERMAN
Portland
GEORGE A. McMATH
Portland
ARNOLD M. COGAN
Portland

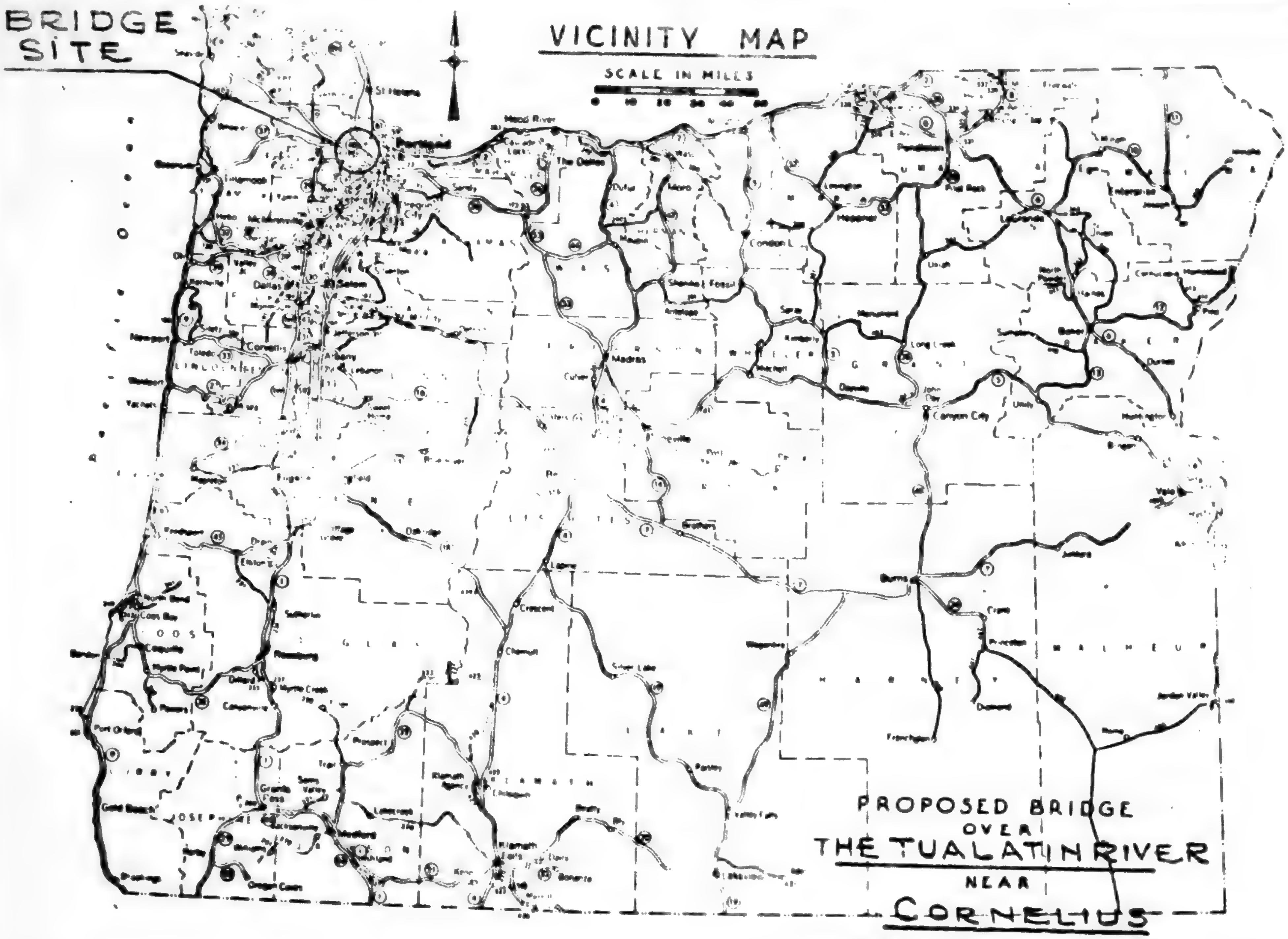
In re Proposed Replacement Bridge
Across Tualatin River at Mile 51.5
Nr Forest Grove, Oregon

PUBLIC NOTICE

BRIDGES

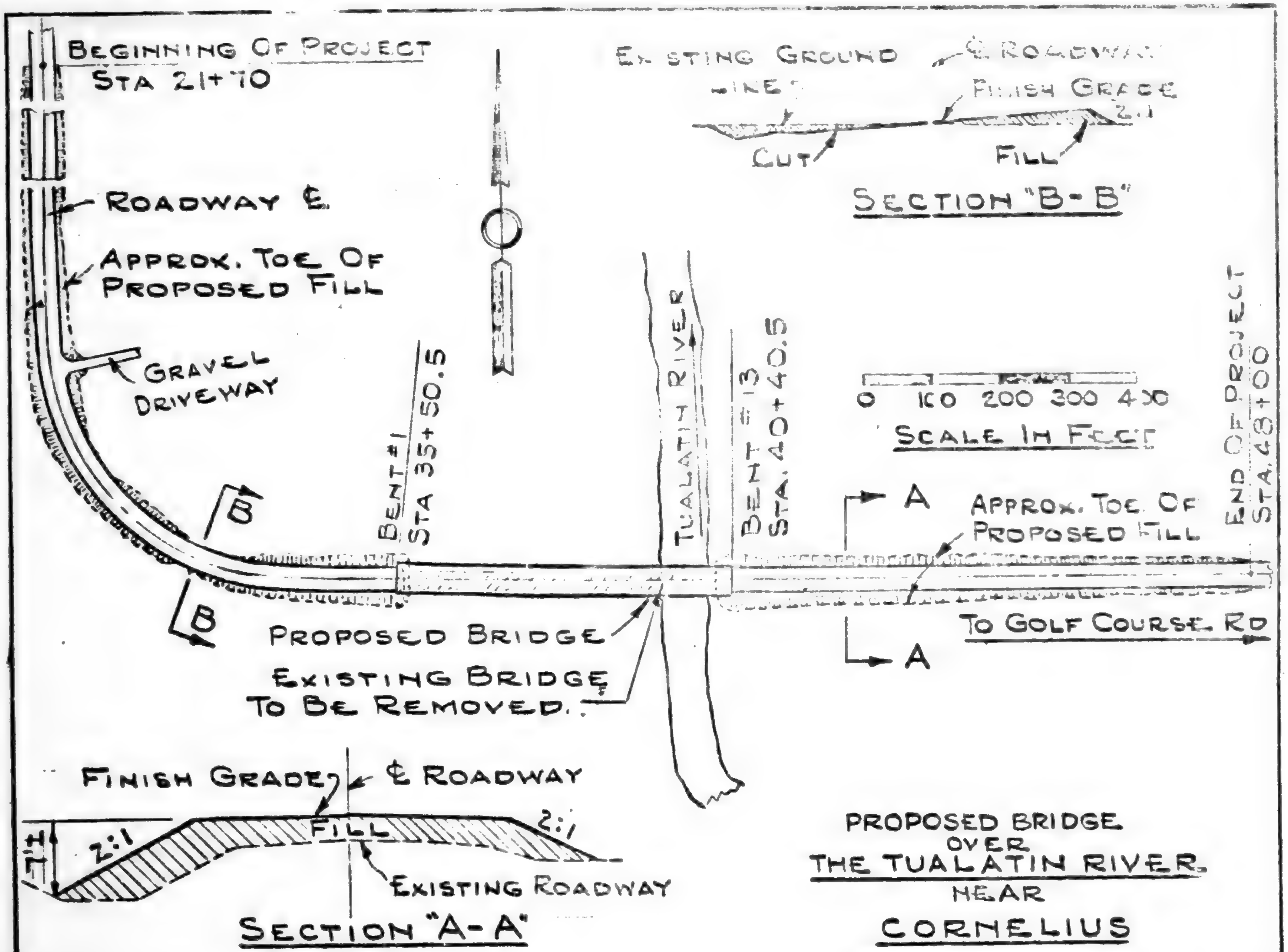
The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Section 401 of the Federal Water Pollution Control Act Amendments of 1972 Public Law 92-500 has been requested to certify that there is reasonable assurance that the project described in Public Notice No. 73-N-14 issued by Commander, Thirteenth Coast Guard District in Seattle, will not violate applicable water quality standards. Comments regarding possible water quality effects of the proposed project should be sent within 20 days to the Department of Environmental Quality, 1234 S.W. Morrison Street, Portland, Oregon 97205.

VICINITY MAP


BRIDGE SITE
SCALE IN MILES
0 10 20 30 40 50

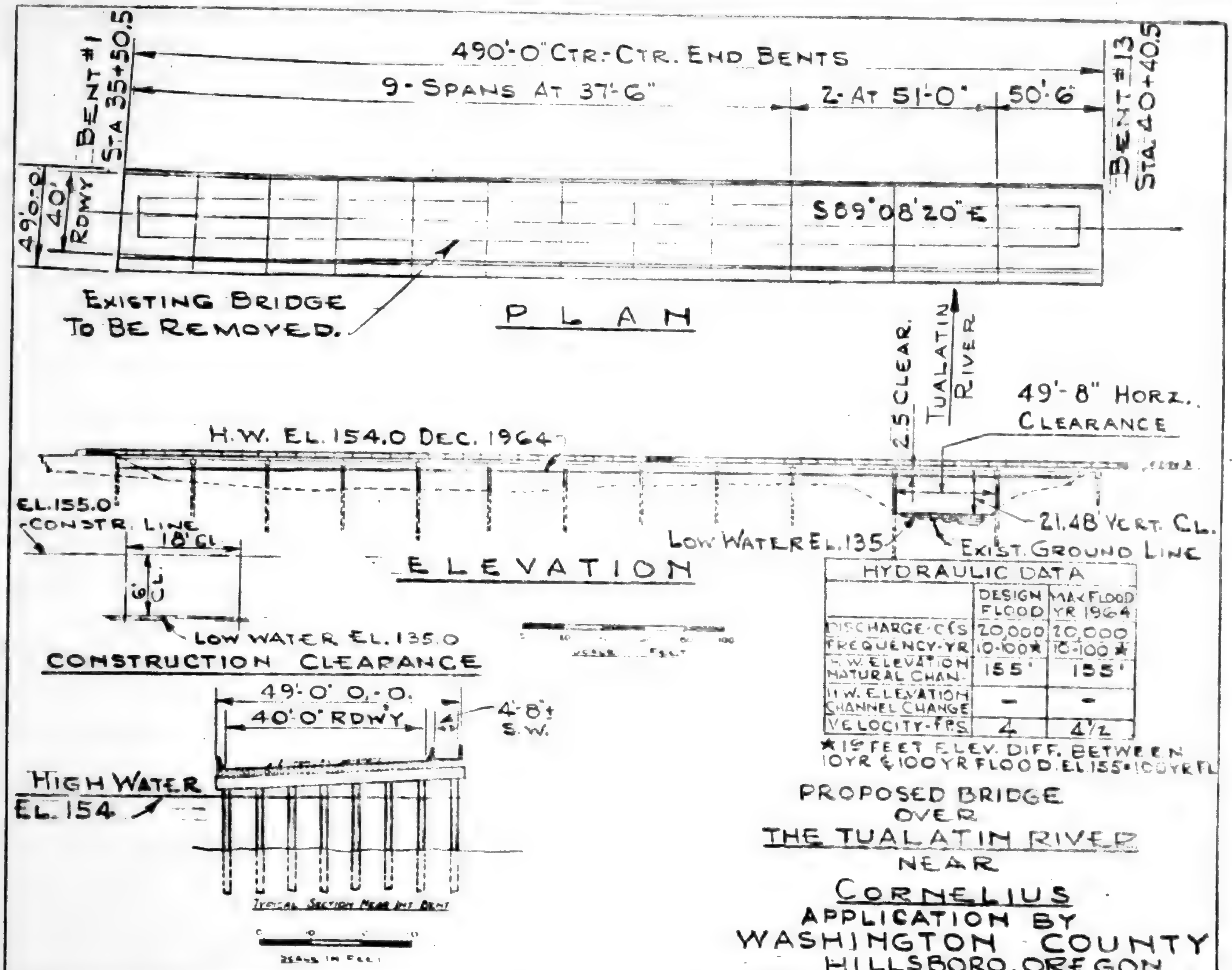
PROPOSED BRIDGE
OVER
THE TUALATIN RIVER
NEAR
CORNELIUS

APPLICATION BY
WASHINGTON COUNTY
HILLSBORO, OREGON
MAY 1973 SHEET 1 OF 4



BEGINNING OF PROJECT
STA 21+70
ROADWAY ℄
APPROX. TOE OF
PROPOSED FILL
GRAVEL
DRIVEWAY
B
B
BENT #1
STA 35+50.5
PROPOSED BRIDGE
EXISTING BRIDGE
TO BE REMOVED.
TUALATIN RIVER
BENT #13
STA. 40+40.5
EXISTING GROUND
LINE
℄ ROADWAY
FINISH GRADE
2:1
CUT
FILL
SECTION "B-B"
0 100 200 300 400
SCALE IN FEET
A
A
APPROX. TOE OF
PROPOSED FILL
TO GOLF COURSE RD
END OF PROJECT
STA. 48+00
FINISH GRADE
℄ ROADWAY
1:1
2:1
FILL
2:1
EXISTING ROADWAY
SECTION "A-A"

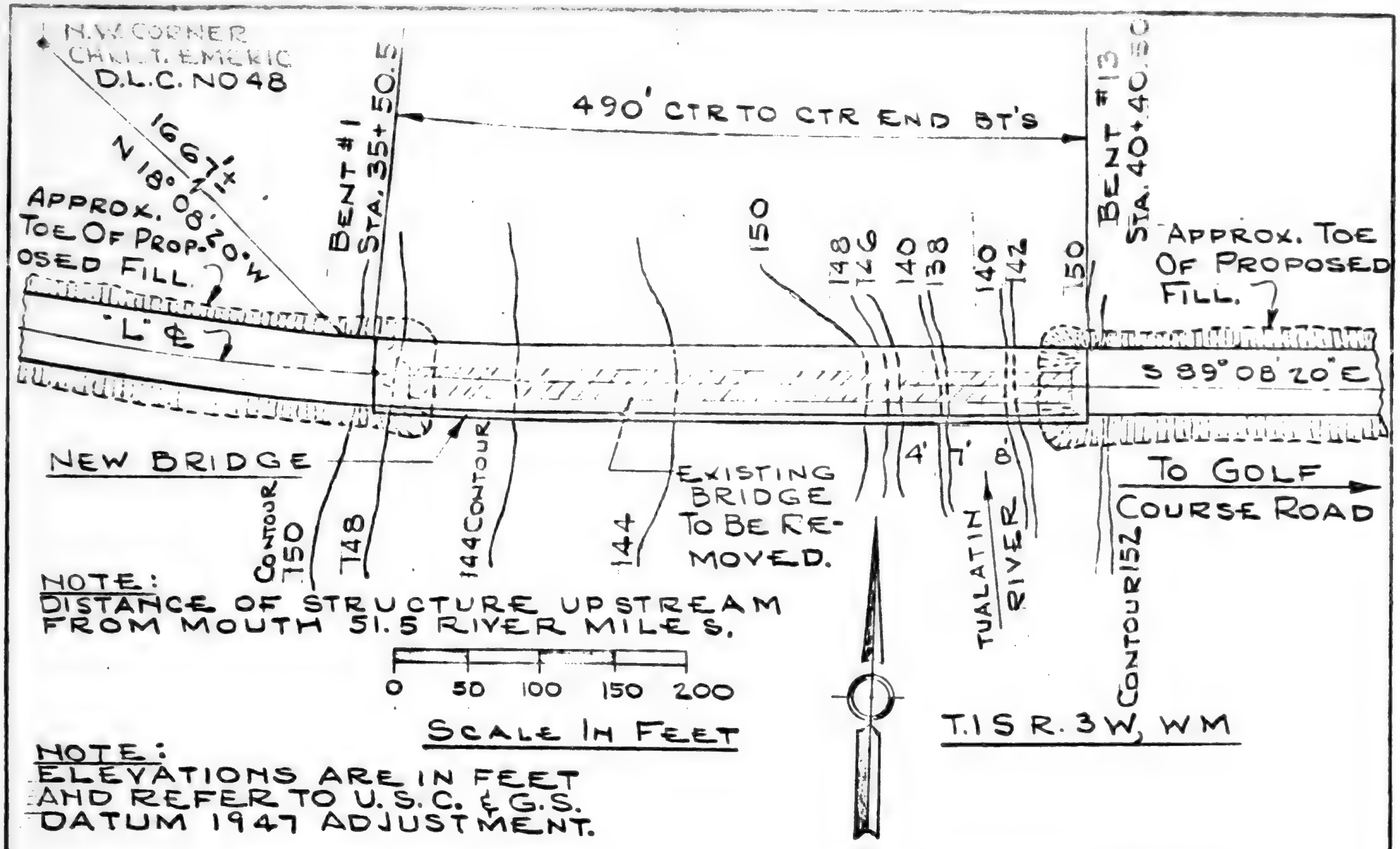
PROPOSED BRIDGE
OVER
THE TUALATIN RIVER.
NEAR
CORNELIUS
APPLICATION BY
WASHINGTON COUNTY-HILLSBORO ORE.
MAY 1973
SHEET 2 OF 4


490'-0" Ctr.-Ctr. End Bents
9-Spans at 37'-6"
2-At 51'-0"
50'-6
Bent #1
Sta 35+50.5
Bent #13
Sta. 40+40.5
49'-0
40'
Rdwy
S89°08'20"E
Existing Bridge
To Be Removed.
Plan
2.5 Clear.
Tualatin River
49'-8" Horz.
Clearance
H.W. El. 154.0 Dec. 1964
El. 155.0
Constr. Line
18' Cl.
6' Cl.
21.48' Vert. Cl.
Low Water El. 135
Exist. Ground Line
Elevation
Low Water El. 135.0
Construction Clearance
49'-0" O.-O.
40'-0" Rdwy
4'-8"± S.W.
High Water
El. 154
Typical Section Near Int. Bent
Scale in Feet

HYDRAULIC DATA		
	DESIGN FLOOD	MAX FLOOD YR 1964
DISCHARGE-CFS	20,000	20,000
FREQUENCY-YR	10-100★	10-100★
H.W. ELEVATION NATURAL CHAN.	155'	155'
H.W. ELEVATION CHANNEL CHANGE	–	–
VELOCITY-FPS	4	4½

★1½ FEET ELEV. DIFF. BETWEEN 10YR & 100YR FLOOD. EL.155=100YR FL.

PROPOSED BRIDGE
OVER
THE TUALATIN RIVER
NEAR
CORNELIUS
APPLICATION BY
WASHINGTON COUNTY
HILLSBORO, OREGON
MAY 1973 SHEET 4 OF 4


N.W. CORNER
CHRIST. EMERIC
D.L.C. NO 48
1667'±
N 18° 08' 20" W
APPROX. TOE OF PROPOSED FILL.
"L" ℄
BENT #1
STA. 35+50.5
490' CTR TO CTR END BT'S
BENT #13
STA. 40+40.50
APPROX. TOE OF PROPOSED FILL.
S 89° 08' 20" E
NEW BRIDGE
CONTOUR 150
148
144 CONTOUR
144
EXISTING BRIDGE TO BE REMOVED.
150
148
146
140
138
140
142
150
4'
7'
8'
TUALATIN RIVER
CONTOUR 152
TO GOLF COURSE ROAD
0
50
100
150
200
SCALE IN FEET
T.1S R.3W, WM

NOTE:
DISTANCE OF STRUCTURE UPSTREAM FROM MOUTH 51.5 RIVER MILES.

NOTE:
ELEVATIONS ARE IN FEET AND REFER TO U.S.C. & G.S. DATUM 1947 ADJUSTMENT.

PROPOSED BRIDGE
OVER
THE TUALATIN RIVER
NEAR
CORNELIUS
APPLICATION BY
WASHINGTON COUNTY-HILLSBORO OREGON
MAY 1973
SHEET 3 OF 4

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD
Commander, 13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

OFFICIAL BUSINESS

POSTAGE AND FEES PAID
U. S. Coast Guard
DOT 514

RECEIVED
STATE HWY ENGR
JUN 21 '73
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

State Highway Engineer
Highway Building
Salem, Oregon   97310

BRIDGE
NOTICE

8004

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 12, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project BRS-372(2)
Tualatin River (Golf Course Road) Bridge

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Preliminary plans submitted with Mr. Wallace's June 6, 1973 memorandum are approved.

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 1~~3~~4 '73
REFER TO
Hunter
FOR

Info	Invs	A/D	C/R	Sign	Act	File
					✓	

6-15-73
Copy to Hart

NOTED

RECEIVED
JUN 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8004

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 6, 1973

RECEIVED
JUN 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration

L. L. Wallace
Bridge Design Engineer

NOTED
E. S. HUNTER

Tualatin River (Golf Course Rd.) Br. Sec.
FAS 631
Washington County
Bridge No. 13047A

Attached are two prints of drawings 28107, 27893 and a sheet which are the preliminary plan and elevation, vicinity map and grading sheet respectfully for the above subject structure. Also attached is a copy of our foundation recommendation and hydraulics report.

This structure was originally to be replaced as a part of an FASC project; however, it is now to be replaced under the Bridge Replacement Program. The negative declaration for this project was submitted to you on May 10, 1973.

You will note that the grades and alignment on the vicinity map and grading sheet differ, that on the grading sheet is current. The vicinity map is being furnished to show contours and existing structure.

This structure is scheduled for the September 27, 1973 bid letting. It is estimated that the cost of this structure will be $445,000, which includes 20% for engineering and contingencies.

A navigation permit is required for this structure and drawings have been prepared based on the attached preliminary design. This submittal will go to the Coast Guard in the very near future.

This preliminary plan has been submitted to Washington County and our County-City Section received telephone approval from them on May 30, 1973. A letter of approval is coming from Washington County and will be forwarded to you when we get it.

The current ADT is 750 and the projected ADT is 1,200. The road will be closed during construction with the County furnishing a detour.

This project is being submitted to you at this time for your approval. Please return one print with your approval and/or comments.

DOC:dh
Enclosure

cc E. S. Hunter
L. H. Young
V. E. Skoog
H. S. Cox

8004

5

June 5, 1973

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Proposed Replacement of Golf Course Road Bridge Across Tualatin River near Forest Grove, Oregon
Federal Aid Secondary Highway 631
Bridge 13047A

Application is hereby made by the Oregon State Highway Division at Salem, Oregon (acting as agent for Washington County), for a Bridge Permit for the replacement of Golf Course Road Bridge across the Tualatin River near Forest Grove, Oregon.

At the time the existing bridge was built, the river had not been declared navigable and a bridge permit was not necessary. Your April 9, 1973, letter declaring the stream to be navigable necessitates this application.

The proposed replacement structure provides a wider roadway and a slightly longer bridge. The river span will provide 49'8" horizontal clearance. The present structure provides approximately 45' horizontal clearance.

Enclosed is one set of reproducibles and three copies of Sheets 1 through 4 comprising the permit application drawings.

Receipt of bids for this project is scheduled for September 27, 1973.

This project does not involve lands covered by Section 4 (f) of the Department of Transportation Act. The attached negative declaration satisfies the requirements of the National Environmental Policy Act of 1969 and indicates that any detrimental impact on the local environment will be insignificant.

The attached April 17, 1973, letter from Washington County requests that the Oregon State Highway Division proceed with the Golf Course Road Bridge project. This is the State's authority to act as the County's agent in this matter.

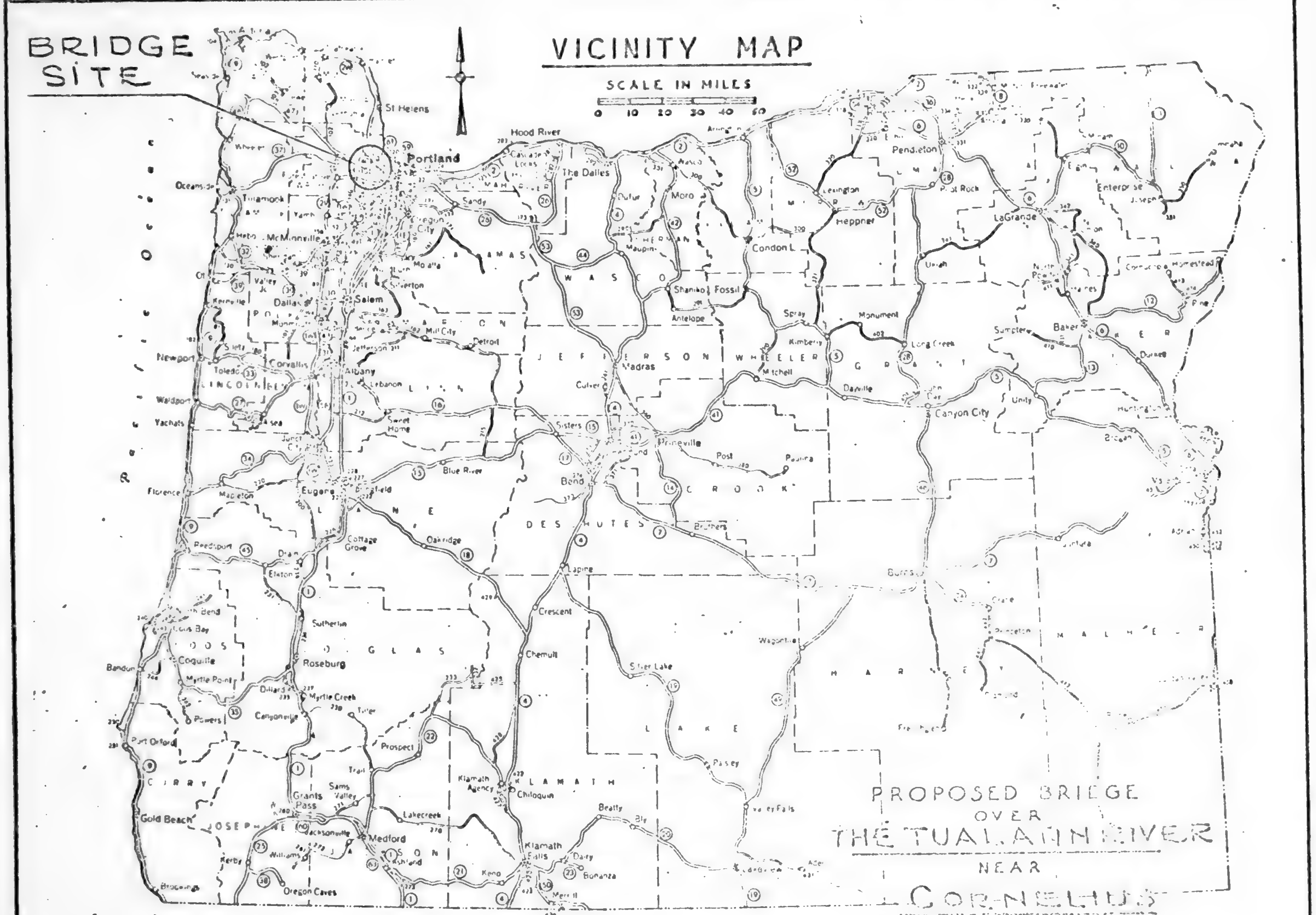
Your timely action on this permit will be appreciated.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments
RWE:ag jf

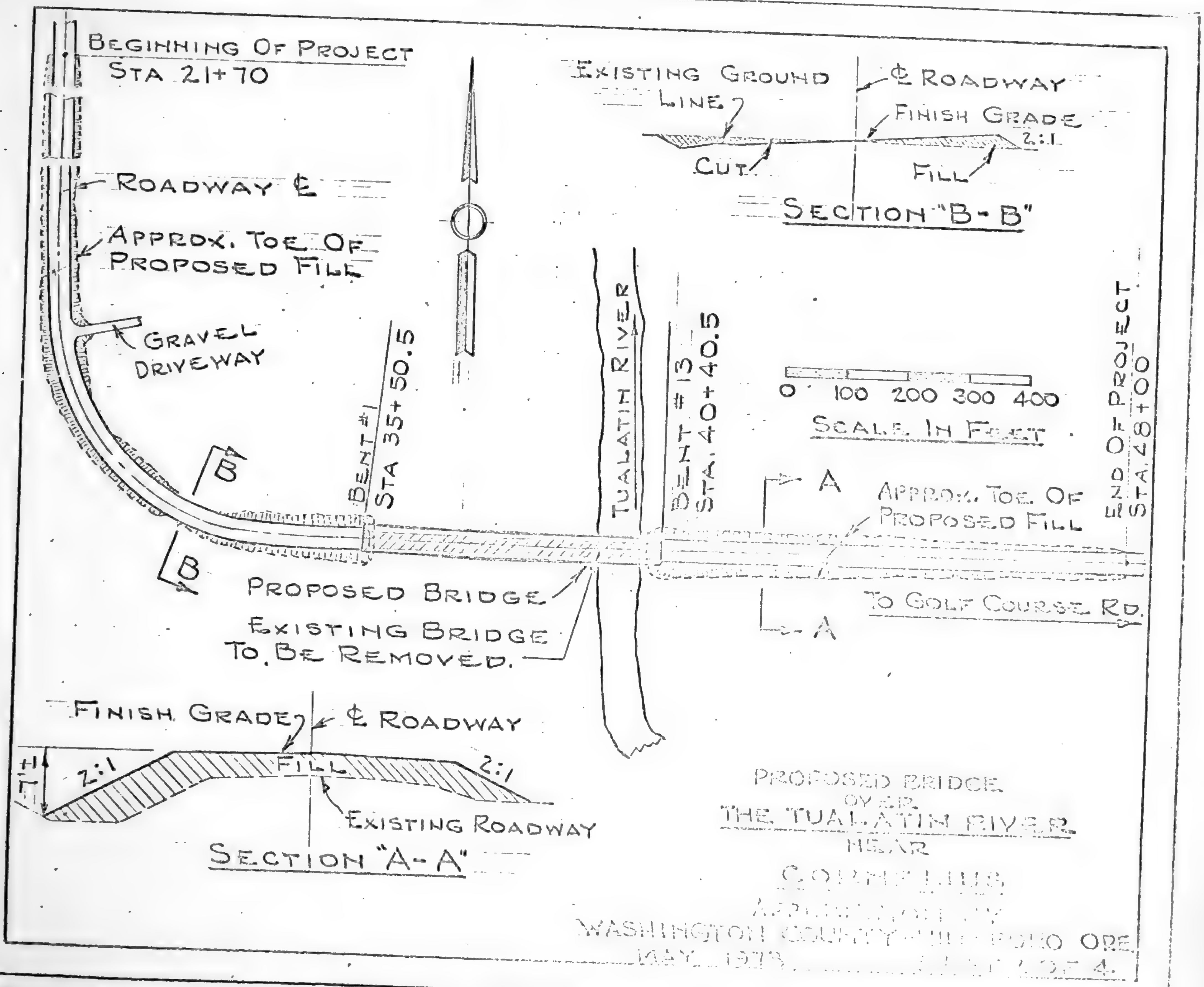
bc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
W. J. Hart
J. H. Versteeg
H. S. Cox
R. E. Royer
V. D. Wolfe
L. H. Young

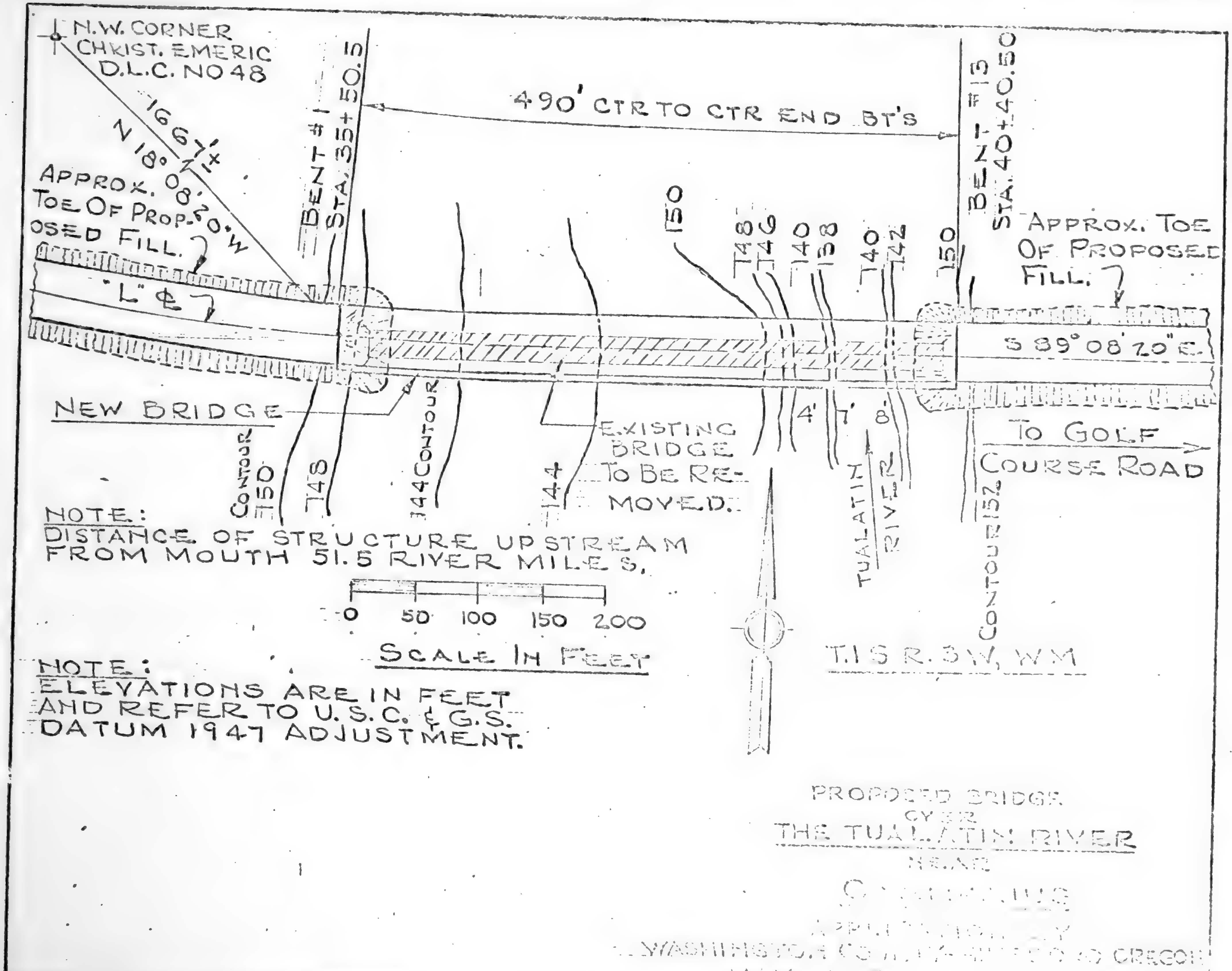

BRIDGE SITE
SCALE IN MILES
0 10 20 30 40 50
Portland
St Helens
Hood River
The Dalles
Salem
Eugene
Medford
Pendleton
Pacific Ocean

VICINITY MAP

PROPOSED BRIDGE
OVER
THE TUALATIN RIVER
NEAR
CORNELIUS

APPLICATION BY
WASHINGTON COUNTY
HILLSBORO, OREGON
MAY 1973 SHEET 1 OF 4


BEGINNING OF PROJECT
STA 21+70
ROADWAY ℄
APPROX. TOE OF PROPOSED FILL
GRAVEL DRIVEWAY
B
B
BENT #1
STA 35+50.5
TUALATIN RIVER
BENT #13
STA. 40+40.5
EXISTING GROUND LINE
℄ ROADWAY
FINISH GRADE
2:1
CUT
FILL
SECTION "B-B"
0 100 200 300 400
SCALE IN FEET
A
A
APPROX. TOE OF PROPOSED FILL
END OF PROJECT
STA. 48+00
TO GOLF COURSE RD.
PROPOSED BRIDGE
EXISTING BRIDGE TO BE REMOVED.
FINISH GRADE
℄ ROADWAY
H
2:1
FILL
2:1
EXISTING ROADWAY
SECTION "A-A"
PROPOSED BRIDGE
OVER
THE TUALATIN RIVER
NEAR
CORNELIUS
APPLICATION BY
WASHINGTON COUNTY HILLSBORO ORE
MAY 1978
SHEET 2 OF 4


N.W. CORNER
CHRIST. EMERIC
D.L.C. NO 48
1667'±
N 18° 08' 20" W
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490' CTR TO CTR END BT'S
BENT #13
STA. 40+40.50
APPROX. TOE OF PROPOSED FILL.
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CONTOUR 150
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144 CONTOUR
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7'
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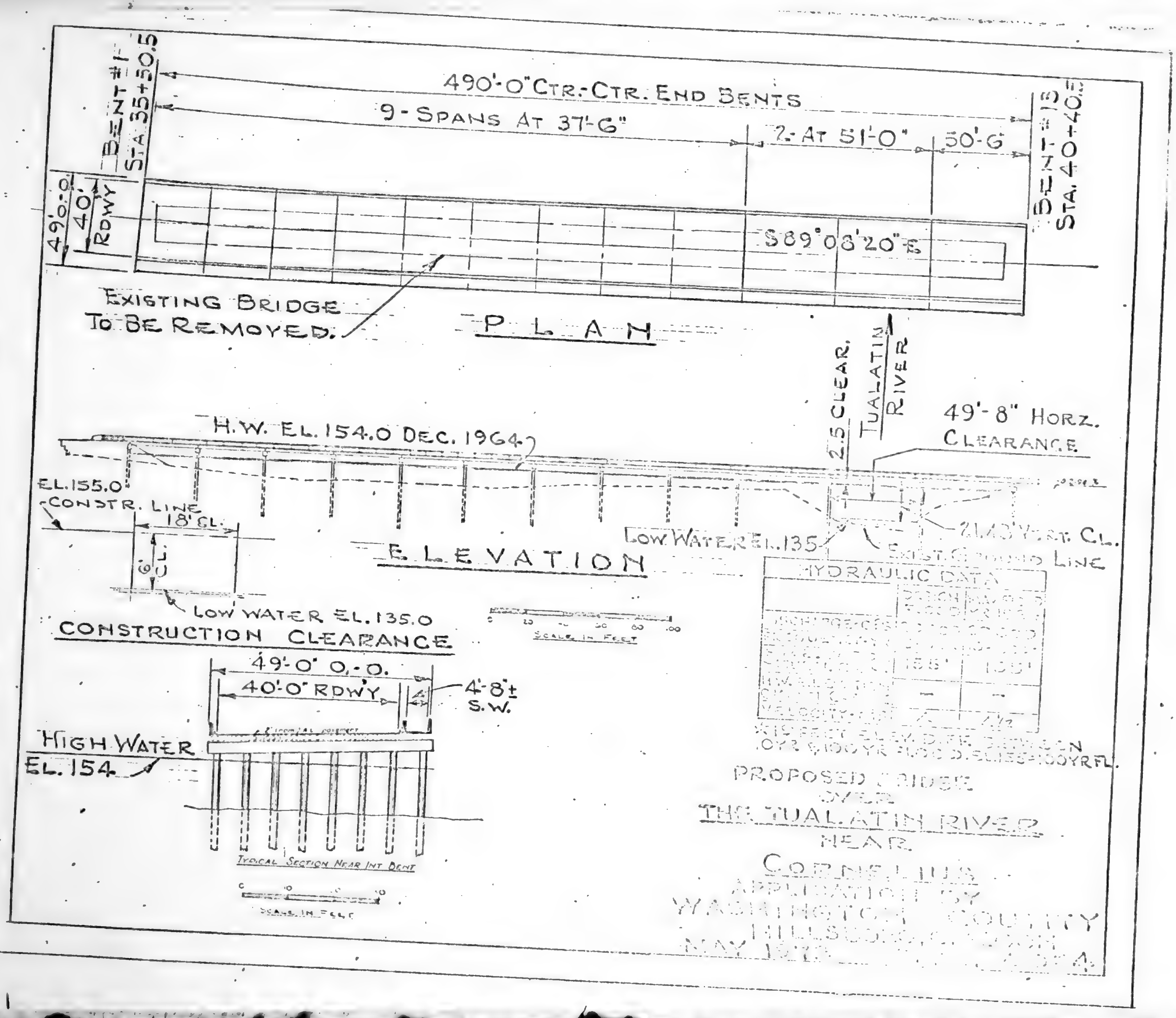
TUALATIN RIVER
CONTOUR 152
TO GOLF COURSE ROAD
0
50
100
150
200
SCALE IN FEET
T.1 S R. 3 W, W.M.

NOTE:
DISTANCE OF STRUCTURE UPSTREAM FROM MOUTH 51.5 RIVER MILES.

NOTE:
ELEVATIONS ARE IN FEET AND REFER TO U.S.C. & G.S. DATUM 1947 ADJUSTMENT.

PROPOSED BRIDGE
OVER
THE TUALATIN RIVER
NEAR
CORNELIUS
APPLICATION BY
WASHINGTON COUNTY [illegible] OREGON
MAY 19[illegible] [illegible] OF 4


BENT #1
STA. 35+50.5
490'-0" CTR.-CTR. END BENTS
9-SPANS AT 37'-6"
2-AT 51'-0"
50'-6"
BENT #13
STA. 40+40.5
49'-0"
40'
RDWY
S89°08'20"E
EXISTING BRIDGE
TO BE REMOVED.
PLAN
2.5 CLEAR.
TUALATIN
RIVER
49'-8" HORZ.
CLEARANCE
H.W. EL. 154.0 DEC. 1964
EL. 155.0
CONSTR. LINE
18' CL.
6' CL.
LOW WATER EL. 135.0
CONSTRUCTION CLEARANCE
ELEVATION
LOW WATER EL. 135
21.43' VERT. CL.
EXIST. GROUND LINE
HYDRAULIC DATA
155'
155'
VELOCITY
SCALE IN FEET
49'-0" O.-O.
40'-0" RDWY.
4'-8"±
S.W.
HIGH WATER
EL. 154
TYPICAL SECTION NEAR INT. BENT
SCALE IN FEET

PROPOSED BRIDGE
OVER
THE TUALATIN RIVER
NEAR
CORNELIUS
APPLICATION BY
WASHINGTON COUNTY
HILLSBORO, [illegible]
MAY 19[illegible] [illegible] 4.

8004

May 15, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Program Data Submission
Project BRS-372(2)
Tualatin River (Golf Course Rd.) Br.

We are submitting program data for one Special Bridge Replacement Project, Item No. 1121, Project No. BRS-372(2), which we desire to have included in the Federal-aid Special Bridge Replacement Program as established by Section 144 of Title 23, U.S.C. The project is programed in accordance with Mr. M. F. Maloney's December 29, 1972 memorandum. The bridge being replaced is No. 2 on the list of 10 bridges, which accompanied Mr. Maloney's memorandum.

This project has been selected by the State Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

Enclosed is one copy each of State and District 2 Clearinghouse letters of approval dated December 30, 1971 and December 23, 1971, respectively.

RNC:bb

Enc.

CON FILE

1859

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

December 30, 1971

R. L. Porter, Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Tualatin River (Golf Course
Rd.) Bridge
PNRS #71.0569

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your Notice of Intent was referred to the appropriate State agencies. All respondents indicated concurrence and approval.

The Fish Commission commented:

> "The Tualatin River system supports substantial runs of anadromous fish. We are therefore concern that water quality standards are followed during construction period. We anticipate no fish passage conflicts & project is approved."

NOTED
R. D. ASBURY

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

Cleighton Penwell

RECEIVED

Budget Bureau No. 41-R2067

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

5-15-73

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	Co.Rd. Approx. 1.5 Mi. S. of Cornelius		800*	2,300	93	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	One Bridge								BRS-	372(2)

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
4	Special Bridge Replacement	Washington	06

NAME OF URBAN AREA 17-31

ROUTE NO. S | FEDERAL-AID 631 | STATE Co. Rd. | U.S.

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		Co.Rd. Approximately 1.5 miles south of Cornelius					
5					**ROW**							
5					**CONST** (CODE) X080		"Tualatin River (Golf Course Road) Bridge Section"	0.082	450,000	337,500		112,500 (Co.)

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1			0.082	450,000	337,500		112,500 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

*DHV is 150 for this location.

Budget Bureau No. 41-R2067, Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

5-15-73

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

LOCATION (45 typewriter spaces) d. Approx. 1.5 Mi. S. of Cornelius 65	ADT	PRESENT 800*	FUTURE 2,300 (66) (70)	YEAR 93 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 115 (4) (9)	ITEM NO. 1121 (14) (18)

RK (35 typewriter 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) BRS- 14 23	NUMBER 372(2) 7	SEQ. NO. 13	I. Projects Only POST MI. DESIG. (24) (26) 27

Special Bridge Replacement

COUNTY NAME Washington CODE 067 (14) (16)

ROUTE NO. S — FEDERAL-AID 631 — STATE (32) Co. Rd. (36) — U.S. (37) (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

RK TYPE 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		Co.Rd. Approximately 1.5 miles south of Cornelius						Construct one reinf. concrete prestressed slab span bridge (length 430', HC 40', 5' walk on S. side)
W								
NST E)		"Tualatin River (Golf Course Road) Bridge Section"	0.082	450,000	337,500		112,500 (Co.)	ROW-60' min.; Access Control-none; Parking Restrictions-none.
		PROJECT TOTALS	0.082	450,000 (15) (23)	337,500 (24) (33)		112,500 (Co.)	

AL DATES

REMARKS

*DHV is 150 for this location.

-OVER-

USCOMM USCOMM-DC 48905-P61

TUALATIN RIVER (GOLF COURSE ROAD) BRIDGE SECTION

PROJECT BRS-372(2)

Existing Facility: A 460' bridge with a horizontal clearance of 19'4" consisting of 28 timber pile trestle spans and one timber pony truss.

Adjacent Sections:

North End: 18' oil mat with 6' gravel shoulders.
South End: 20' oil mat with 3' gravel shoulders.

Project Data: Construct a precast, prestressed concrete slab span bridge (on present alignment) 431 feet long with a 40-foot roadway and a 5-foot walk on the upstream (southerly) side.

NOTE: The roadway on either side of the bridge will be improved under a future FAS project.

Exception to Minimum Design Standards: None.

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas, Relocation Assistance Payments: None involved.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Requirements of PPM 90-1: Environmental statement submitted as a separate action.

Location/Design Approval: Being granted under the provisions of the Secondary Road Plan.

A-95 Reviews: State and District 2 Clearinghouse approvals by letters dated December 30, 1971 and December 23, 1971, respectively.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

8004

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 10, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Tualatin River Bridge Section
Golf Course Road, FAS 631
Washington County, Oregon

This negative declaration precedes our request for location and design approval of the subject project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located where Golf Course Road crosses the Tualatin River, approximately 1.5 miles south of Cornelius in Washington County.

The project is designed to construct a reinforced concrete bridge 400 feet long with a clear roadway width of 40 feet, and is to entail construction of approximately one-half mile of roadway with twelve-foot travel lanes and eight-foot paved shoulders. The total project is to be constructed in two phases. In the first phase, the bridge over the Tualatin River is to be removed and replaced by a new structure with temporary approaches to the existing road. The second phase will be a separate contract for construction of short sections of new road at either end of the bridge and will include reflecting guide posts, guardrails, and permanent erosion controls.

Washington County will acquire the necessary right of way required for an improved alignment of the easterly bridge approach and will be responsible for utility adjustments.

An opportunity for a public hearing on the second phase construction proposal will be offered at the appropriate time.

EXISTING ENVIRONMENTAL SETTING

Golf Course Road leads south from the City of Cornelius and traverses the flat Tualatin River Valley floor. Along the route are residential areas, light industry, commercial enterprises, small diversified farms, and the Forest Hills Golf Course. Golf Course Road serves farm-to-market, school bus, mail, residential, recreational, commercial, and light industrial traffic.

The Tualatin River begins in the Coast Range in the southwestern area of Washington County and meanders in an easterly direction across the southern part of the County toward its confluence with the Willamette River. The tree-lined and brush-lined watercourse is slow-moving and serpentine as it winds through the Tualatin River Valley. Much of the low-lying area adjacent to the river is subject to seasonal flooding.

The Tualatin River Valley in the vicinity of the proposed project is composed of fertile, slightly undulating farmland where diversified agricultural activities take place. Grain, livestock, and fruit are the principal commodities of the farming community.

PURPOSE OF PROJECT

The purpose of the project is to replace an existing structurally unsound and substandard bridge, to provide safety and convenience for the road user, and to improve the county road arterial system of Washington County. The bridge, constructed in 1948 and now having a three-ton load limit, has so deteriorated that neither ordinary maintenance procedures nor partial reconstruction is economically feasible; therefore, it was decided that total replacement would be necessary.

At the present time, the average daily traffic on Golf Course Road is 800 vehicles of all types. Approximately 8 percent of this traffic consists of two-axle and three-axle trucks. The twenty-year traffic projection for this road is for an average of 2,800 vehicles per day. The three-ton load limit on the Tualatin River Bridge requires these trucks to bypass the bridge section.

In view of the deterioration of the bridge, its service level, projected traffic demand, and the cost of maintenance, replacement of the structure seems to be in order.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most noticeable impact of the proposal will derive from the provision of a safe, durable, and convenient facility for the traveling public. The removal of the existing dilapidated wooden bridge and its replacement with a modern, concrete structure will add an esthetically pleasing aspect to the project, as well as provide a benefit in reduced maintenance costs.

Additional right of way will be required; however, no one will be relocated from his farm, home, or business establishment, and all road approaches will be restored in a like or better condition. Minor adjustments will be made to aerial and underground utilities, and provisions will be made in the new structure for the attachment of future utility conduits. Loss of productive agricultural land will be minimal and farming operations will not be seriously impaired. Some clearing of trees and brush will be performed on and near the riverbanks, but only to the extent necessary for the construction of the new facilities.

There are no public park and recreation facilities or registered historic sites affected by the project, nor are there any wildlife nesting or feeding grounds that will be adversely affected. The Forest Hills Golf Course, located approximately 1.5 miles south of the project site, will not sustain any impairment of its facilities.

The State Executive Department, after conducting an A-95 review, approved this proposal on December 30, 1971. The

Executive Board of CRAG unanimously endorsed the project on December 17, 1971. A request for a Coast Guard permit to construct a structure across a navigable river is being processed and will be forwarded to them for their review.

During construction of the project, enforcement of standard specifications that are a part of all contracts, calling the attention of the contractor to the requirements of ORS Chapter 449, will ensure the protection of air and water quality. Temporary and permanent erosion control measures will be undertaken, such as seeding and mulching or riprapping of slopes for the continued protection of water quality.

All parts of the existing bridge will be removed down to or below the natural bottom of the waterway, and all work shall be undertaken in such a manner that free navigation of the Tualatin River and present navigable depths are maintained.

During construction, the traveling public will be subject to minor inconveniences from closure of the road; however, traffic can be diverted to a nearby facility to the west of the project, which is formed by Fern Hill Road and La Follett Road. Adequate signing and flagging will be provided for the temporary direction and protection of traffic.

BASIS FOR NEGATIVE DECLARATION The proposed project is an important element in Washington County's transportation system and is deemed necessary for public safety. The benefits accrued in public safety will outweigh any temporary inconvenience to the road user and the minimal loss of private land. Any detrimental impact to the local environment will be insignificant.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway
Division

Concur ______________________ Date MAY 22 1973
Division Engineer

EW:bb

cc: George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. H. Young
L. W. Rulien
W. J. Hart

8004

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MEMO TO FILES

May 4, 1973

Re: Bridge Replacement Project
Tualatin River Bridge
Golf Course Road, FAS 631
Washington County

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following stipulations:

1. Additional right-of-way will not be required. It is proposed to construct the new bridge within the existing right-of-way.
2. The project does not adversely affect the abutting property. Adjacent property will in fact be enhanced by the wider bridge and the attendant approaches.
3. The project does not change the layout or function of connecting roads or the facility being improved. The road will be closed temporarily during construction; however, adequate detour routes are available. The existing facility, when improved, will retain its function as a two-lane, two-way road.

Robert H Prange
Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder ✓
H. S. Coulter
J. H. Versteeg
W. J. Hart
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

NOTED
R. L. SCHROEDER

RECEIVED
MAY 4 1973
Office of
Assistant State Highway Engineer

8004

APR 1 7 1973

airmail

The Honorable Wendell Wyatt
Member of Congress
2438 Rayburn House Office Building
Washington, D. C. 20515

Dear Wendell:

This is in response to your letter of March 23 concerning an inquiry from Mr. Harry L. Taylor of Aloha relative to Federal monies for replacement of a bridge on a county road in Washington County. We assume the bridge to which Mr. Taylor refers is on the Golf Course Road over the Tualatin River.

The Oregon State Highway Division submitted data on 30 bridges to be considered for replacement under the provision of Title 23 U.S.C. Section 144 "Special Bridge Replacement Program" of Title 23 U.S.C. (a copy of Section 144 is enclosed). The FHWA notified the Highway Division that 10 of the bridges, including the bridge in question, qualified for replacement under the "Special Bridge Replacement Program" and that a specified sum from the monies authorized to be apportioned under Section 144 is set aside for Oregon's use in planning and programing the replacement of these structures. These funds may not be used for right-of-way acquisition or roadway construction other than approach work necessary to render the bridge serviceable.

The Federal Government has no stipulation as to improvement of the road approaches beyond that necessary to render the new bridge serviceable. If the County desires to improve the roadway for a distance on either side of the new structure it must do so with its own funds or under a Federal-Aid Secondary Project using other Federal-aid funds in which case the roadway must meet the standards established for the Federal-Aid Secondary Road System, i.e.: 2-12' lanes with 8' shoulders.

The State Highway Commission is involved in the programing, contracting, and collection of Federal reimbursement for the replacement structure as the allocation of the Federal funds for replacement was made to the State of Oregon.

The State Highway Commission would be involved in the improvement of the road on either side of said structure only if the County requested the work be accomplished as a Federal-Aid Secondary Project using Federal-Aid Secondary Highway Funds.

I hope this information is sufficient for you to answer Mr. Taylor's inquiry.

Sincerely,

George H. Baldwin
Administrator of Highways

Enclosure

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
H. S. Cox
R. N. Chase

RNC:pr kw

at least 90 days prior to the effective date of such standard he shall have submitted such standard to Congress."

propriation.
Stat. 731;
Stat. 822;
te, p. 1740.

(f) The following sums are hereby authorized to be appropriated:

(1) For carrying out section 402 of title 23, United States Code (relating to highway safety programs) by the National Highway Traffic Safety Administration, $75,000,000 for the fiscal year ending June 30, 1972, and $100,000,000 for the fiscal year ending June 30, 1973, except that two-thirds of all funds authorized and expended under authority of this paragraph for such section 402 in any fiscal year shall be appropriated out of the Highway Trust Fund.

(2) For carrying out section 403 of title 23, United States Code (relating to highway safety research and development), by the National Highway Traffic Safety Administration, $70,000,000 for the fiscal year ending June 30, 1972, and $115,000,000 for the fiscal year ending June 30, 1973, except that two-thirds of all funds authorized and expended under authority of this paragraph for such section 403 in any fiscal year shall be appropriated out of the Highway Trust Fund.

(3) For carrying out section 402 of title 23, United States Code (relating to highway safety programs), by the Federal Highway Administration for each of the fiscal years ending June 30, 1972, and June 30, 1973, $30,000,000 per fiscal year, except that two-thirds of all funds authorized and expended under authority of this paragraph for such section 402 in any fiscal year shall be appropriated out of the Highway Trust Fund.

Stat. 913;
te, p. 1723.

(4) For carrying out sections 307(a) and 403 of title 23, United States Code (relating to highway safety research and development), by the Federal Highway Administration, for each of the fiscal years ending June 30, 1972, and June 30, 1973, not to exceed $10,000,000 per fiscal year, except that two-thirds of all funds authorized and expended under authority of this paragraph for such sections 307(a) and 403 in any fiscal year shall be appropriated out of the Highway Trust Fund.

peal.
Stat. 817.

(5) Paragraph (10) of section 5 of the Federal-Aid Highway Act of 1968 (relating to authorizations for carrying out section 402 of title 23, United States Code), is hereby repealed.

HIGHWAY SAFETY PROGRAMS

SEC. 203. (a) Section 402(b)(1)(A) of title 23, United States Code, is amended by striking out the period at the end thereof and inserting in lieu thereof the following: "through a State agency which shall have adequate powers, and be suitably equipped and organized to carry out, to the satisfaction of the Secretary, such program."

fective
te.

(b) The amendment made by subsection (a) of this section shall take effect December 31, 1971.

BRIDGE RECONSTRUCTION AND REPLACEMENT

te, p. 1729.

SEC. 204. (a) Chapter 1 of title 23, United States Code, is amended by adding at the end thereof a new section as follows:

"§ 144. Special bridge replacement program

"(a) Congress hereby finds and declares it to be in the vital interest of the Nation that a special bridge replacement program be established to enable the several States to replace bridges over waterways or other topographical barriers when the States and the Secretary finds that the bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

Priority system.

"(b) The Secretary in consultation with the States shall (1) inventory all bridges located on any of the Federal-aid systems over waterways and other topographical barriers of the United States; (2) classify them according to their serviceability, safety, and essentiality for public use; and (3) based on that classification, assign each a priority for replacement.

"(c) Whenever any State or States make application to the Secretary for assistance in replacing a bridge which the priority system, established under subsection (b) of this section, shows to be eligible, the Secretary may approve Federal participation in the reconstruction of a comparable facility. In approving projects under this section, the Secretary shall give consideration to those projects which will remove from service bridges which are most in danger of failure and give consideration to the economy of the area involved. Approval of projects and allocation of funds under this section shall be without regard to allocation or apportionment formulas otherwise established under this title.

Cost, Federal share, limitation.

"(d) The Federal share payable on account of any bridge replacement under this section shall not exceed 75 per centum of the cost thereof.

Appropriation.

"(e) For the purpose of carrying out the provisions of this section, there are hereby authorized to be appropriated out of the Highway Trust Fund, $100,000,000 for the fiscal year ending June 30, 1972; and $150,000,000 for the fiscal year ending June 30, 1973, to be available until expended. Such funds shall be available for obligation at the beginning of the fiscal year for which authorized in the same manner and to the same extent as if such funds were apportioned under this chapter.

Applicability.
60 Stat. 847.

"(f) Notwithstanding any other provisions of law the General Bridge Act of 1946 (33 U.S.C. 525-533) shall apply to bridges authorized to be reconstructed and bridges constructed to replace unsafe bridges under this section.

Annual report.

"(g) The Secretary shall report annually on projects approved under this section with any recommendations he may have for further improvement in the special bridge replacement program authorized in accordance with this section."

Ante, p. 1731.

(b) The analysis of chapter 1 of title 23, United States Code, is amended by adding at the end thereof the following:

"144. Special bridge replacement program."

RAIL CROSSINGS

Ante, p. 1723.

SEC. 205. (a) Chapter 3 of title 23, United States Code, is further amended by adding after section 321 the following new section:

"§ 322. Demonstration project—rail crossings

"(a) The Secretary shall carry out a demonstration project for the elimination of all public ground-level rail-highway crossings along the route of the high-speed ground transportation demonstration projects between Washington, District of Columbia, and Boston, Massachusetts, conducted under authority of the Act entitled 'An Act to authorize the Secretary of Commerce to undertake research and development in high-speed ground transportation, and for other purposes', approved September 30, 1965 (49 U.S.C. 1631 et seq.).

79 Stat. 893.

"(b) the Secretary shall carry out a demonstration project for the elimination or protection of certain public ground-level rail-highway crossings in, or in the vicinity of, Greenwood, South Carolina.

"(c)(1) If the highway involved is on any Federal-aid system, the Federal share of the cost of such work shall be 90 per centum and the railroad's share of such cost shall be 10 per centum.

WENDELL WYATT
FIRST DISTRICT
OREGON

HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515

APPROPRIATIONS
COMMITTEE

Congreſs of the United States
House of Representatives
Washington, D.C. 20515

March 23, 1973

Mr. George M. Baldwin
Administrator of Highways
State Highway Building
Salem, Oregon 97310

Dear George:

I have had the following inquiry from Mr. Harry L. Taylor of Aloha, Oregon:

> I understand that Washington County has applied for and been granted Federal money to replace a bridge on a county road. Does the Federal government have stipulations to the improving of the road approaches to such a bridge, and if so, what are they?
>
> If Federal money is used in such a way, does the State Highway Commission become involved also?

If you could give me authoritative information in answer to Mr. Taylor, I would be most appreciative.

Sincerely yours,

Wendell

WENDELL WYATT
Member of Congress

WW/e

RECEIVED
STATE HWY ENGR
MAR 26 '73
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FOR

Info	Inves	R/D	DIR	[illegible]	Att	File
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RECEIVED
MAR 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAR 26 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

8004

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 9, 1973

TO Oregon State Highway Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed Cancellations
FAS-C Projects

4 N

The maps and tabulations accompanying this letter locate and describe the cancellation of three projects in Deschutes and Washington Counties.

The first cancellation request by Deschutes County is for the SP&S Overcrossing Section on FAS 924. The County is making this request because of the uncertainty of the proposed highway interchange in this area.

The other cancellation for Deschutes County is for the Little Deschutes River (Montgomery) Bridge Section on FAS 793. The County has changed its mind and is going to use Special Bridge Replacement funds to replace the structure, instead of FAS-C funds.

Washington County is requesting the cancellation of the Tualatin River (Golf Course Road) Bridge on FAS 631. The County will replace this structure with Special Bridge Replacement funds instead of FAS-C funds.

These cancellations will be on the April 17 agenda and I recommend your approval.

Att.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
R. L. Schroeder
H. S. Cox
L. W. Rulien
J. F. Putnam
Gary Sund

HR:ljt dpy

Will agree [illegible]
to come [illegible] No [illegible]
from FH ask Don H. [illegible]

FORM 6-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 9, 1973

To: Mr. R. L. Schroeder ✓
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Proposed Cancellations
FAS-C Projects

Twelve copies of the maps and tabulations locate and describe three proposed cancellations; two are in Deschutes County and the third is in Washington County.

Deschutes County is requesting the cancellation of two projects. One is the Little Deschutes River (Montgomery) Bridge Section on FAS 793 and the other is SP&S O'xing Section on FAS 631.

Washington County is requesting the cancellation of the structure portion of the Tualatin River (Golf Course Road) Bridge Section on FAS 631.

If satisfactory, would you please present these cancellations to the Highway Commission for approval at the April 17 meeting. The draft of a suggested letter is attached.

Robert H. Runge
for Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

Att.

NOTED
R. L. SCHROEDER

List in Min —

PROPOSED FISCAL YEARS 1972 & 1973 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT
Cancellation of Previously Approved Projects			
DESCHUTES	793	Little Deschutes River (Montgomery) Bridge Section (Cancelled because [illegible] use Special Bridge Replacement Funds)	$ 80,000
DESCHUTES	924	SP&S Overcrossing Section. Structure only. (Cancelled because of uncertainty of [illegible])	80,000
WASHINGTON	631	Tualatin River (Golf Course Road) Bridge Section. Structure only. ([illegible])	350,000
		TOTAL	$510,000

NOTE: Federal funds transferred for engineering is $11,667. $11,667 of Federal funds represents $19,000 of FAS funds.

SUMMARY BY FISCAL YEARS	1972	1973	TOTAL
Allocated funds	$5,102,000	$5,090,000	$10,192,000
Approved Projects (corrected to date)	5,102,000	4,951,000	10,053,000
Unprogramed Balance	---	139,000	139,000
Projects Proposed	---	---	---
Transferred FAS Funds	---	19,000	19,000
Unprogramed Balance	---	120,000	120,000

73-b
4/4/73

WASHINGTON COUNTY
Proposed Cancellation

FAS 631: Tualatin River (Golf Course Road) Bridge Section.
Structure only, $350,000.

This project was approved by the Highway Commission at the November 24, 1971 meeting. The County is now requesting the cancellation of the structure portion of this project because they wish to replace the structure with funds from the Special Bridge Replacement Program instead of FAS-C funds. The roadway portion of this project is to remain and will be constructed as an FAS-C project.

The County is also requesting the transfer of County Federal Aid funds in the amount of $948 to State Highway funds for reimbursement of engineering costs.

73-a
2/23/73

RECEIVED
COUNTY & CITY SECTION
FEB 22 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Washington County hereby requests cancellation of the project approved by the State Highway Commission on November 24, 1971 on the Tualatin River (Golf Course Road) Bridge Section of FAS 631. (Structure Only)

In order to reimburse State for the field work performed by Oregon State Highway Division crews for the preliminary engineering for this project, Washington County:

______ A. Encloses a check/warrant in the amount of $________; or

XXX B. Authorizes deduction of County Federal funds in the amount of $ 948.47 and the transfer of these funds to the Oregon State Highway Commission.

WASHINGTON COUNTY

By ______________
Chairman

By ______________
Commissioner

By ______________
Commissioner

By ______________
Commissioner

By ______________
Commissioner

Date February 13, 1973

8004

5

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104
PHONE: (206) 624-2902

3271
Ser 231
9 Apr 1973

Oregon State Highway Division
Attn: Mr. E. S. Hunter
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Inquiry was made by the Oregon State Highway Division on 5 March 1973 concerning navigability of the Tualatin River at the site of the Golf Course Road bridge. You list the project as FAS 631.

It has been determined that the Tualatin River at the Golf Course Road Bridge, River Mile 51.5, is a navigable water of the U.S. Accordingly, Coast Guard approval of the bridge will be required prior to construction.

Sincerely,

R. V. HACKNEY
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

NOTED
E. S. HUNTER

cc Hart

RECEIVED
APR 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8004

March 5, 1973

Commander (oan)
U.S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Tualatin River (Golf Course Rd.) Bridge
On County Road FAS 631
One-half mile south of Cornelius, Oregon
(Near Forest Grove)
Navigability of Tualatin River

Washington County has requested that the Oregon State Highway Division make the design and award a contract for the construction of a replacement structure for the existing Tualatin River (Golf Course Road) Bridge on County Road FAS 631 south of Cornelius, Oregon (near Forest Grove).

Please advise as to your determination of the navigability of the Tualatin River and the need for a bridge permit at this location.

This structure is currently being designed, and it is planned to receive bids for construction in the fall of this year. Your prompt action in this matter will be appreciated in order that a permit application, if required, may be acted upon prior to receipt of bids.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RWE:ag jf

bc: F. B. Klaboe
A. E. Johnson
H. S. Cox
W. J. Hart
L. W. Rulien

8004

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FORM 5-96

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
MAR 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE March 2, 1973

TO H. S. Cox
County-City Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Tualatin River (Golf Course Rd.) Bridge
FAS 631
Washington County
Bridge 13047A

We have received copies of your recent correspondence with Washington County concerning removing the subject structure from the FAS-C Program and making it a part of the Bridge Replacement Program.

As indicated in the August 31, 1972, memorandum written by Mr. Christensen of this office, Washington County has not given approval of the preliminary project plans and has not written an environmental impact statement.

Mr. Hunter's recent letter to the Coast Guard requesting a decision as to navigability of the Tualatin River in this area is in reality a request to verify their verbal indication that the stream has been classed navigable. Such classification requires that a bridge permit be obtained from the Coast Guard for this project.

Application cannot be made until we have County approval of the preliminary plans and at least a first draft of the environmental statement.

Our past experience indicates four to six months could be required for processing of the permit after application is made. This delay should be kept in mind when scheduling the project.

Early response by the County relative to plan approval and the environmental statement will minimize overall delay time and help facilitate the earliest possible letting date for this structure.

RWE/ag

cc E. S. Hunter
L. L. Wallace
J. H. Wood

8004

5

FORM 6-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 13, 1973

SUBJECT:

To: Mr. R. L. Schroeder
Asst. State Highway Engineer

BUILDING

NOTED
A. E. JOHNSON

NOT
F. B. K

Considerable confusion has arisen regarding the status of the County FAS funds. This confusion stems from the difference between the project monies approved by the Highway Commission and the monies programed with FHWA. The reason that there is such a wide divergence between the two totals is that this office seeks approval from the Highway Commission for project funds as soon as applications are received and as long as sufficient funds remain for additional projects. Projects are programed with FHWA approximately one month before bid opening so that those projects which are rather inactive lend the impression that larger amounts of federal monies are available than is actually the case.

Two counties are particularly guilty of tying up federal funds and I cite the following examples:

WASHINGTON COUNTY:

FAS 944 (S.W. 72nd Avenue), S.W. Hunziker Street-Lower Boones Ferry Road. Federal funds approved, $650,000. This project was approved by the Highway Commission on January 30, 1970 and it is very doubtful if it will ever be constructed; yet the County will not cancel out because they would then be obligated to repay the State engineering costs already expended.

FAS 631, Tualatin River (Golf Course Road) Bridge. Federal funds approved, $300,000. Project was approved by the Highway Commission November 24, 1971. The County applied on the Bridge Replacement Program, for construction of this bridge and their application has been approved. They are now debating which program to use. The point is that $950,000 of federal funds (on these two projects) are tied up, with little likelihood of use in the near future.

RECEIVED
STATE HWY ENGR
FEB 14 '73
REFER TO
FOR

Info	Inves	A/D	D/R	Sign	Act	File

MARION COUNTY:

#7777 Boones Ferry Road-Pacific Highway East (Woodburn Bypass), cost $315,750. County authorized State to deduct the above amount of federal funds to apply on the project as of July 11, 1972.

#7775 FAS 126, North Santiam River (Greens) Bridge Section. Approved by the Highway Commission November 24, 1971 in the amount of $435,730. This project was programed by Linn County, but Marion County is obligated for one-half of this amount or, $217,865. In addition to this, when the grading section is let later on this summer, Marion County will be further obligated for the grading cost on the Marion County side of the river.

As of this date Marion County is in arrears to the amount of $639,985. Their yearly allocation is $170,000+.

For the past several months this office has been telling the counties that no additional project applications can be accepted until the Congress provides additional secondary monies.

In the past, there has been a policy not to allow a county to accumulate funds over a two-year period. This policy is unfair in that some of the smaller counties must hoard their funds for a number of years in order to finance a reasonable-sized project; for instance, Wheeler County has a yearly allocation of only $26,000+ of federal funds.

I have briefly discussed this problem with Mr. Klaboe and have received his permission to present this problem to the Association of Oregon Counties to determine if it could best be negotiated by counties and State together.

H. S. Cox
County and City Engineer

HSC:ljt

Copies to F.B. Klaboe
C.H. Young

8004

Bridge Replacement Proj. Wash. Co.

REC[illegible]ED
STATE HW[illegible] ENGR
FEB 7 '73
REFER TO
Con[illegible]
FOR

8

Cy February 2, 1973

RECEIVED
FEB 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Ken Meng
Washington County Director
of Public Works
150 N. 1st Street
Hillsboro, Oregon 97123

Attn: Mr. John Crockett

Re: Bridge Replacement Program
Washington County

Tualatin River (Golf Course Road)
Bridge, FAS 631

Pritchett Creek (Springtown Road)
Bridge, FAS 837 M.P. 419

Dear Mr. Meng:

We wish to inform you that the Golf Course Road Bridge over the Tualatin River on FAS 631 and the Springtown Road Bridge over Pritchett Creek on FAS 837 have qualified and have been selected as two of the bridges in Oregon counties to be replaced with funds from the Bridge Replacement Program. In this program the Federal Government pays for 75% of the cost of replacing a bridge with the remaining 25% coming from local (county) sources. These funds are not part of your FAS-C funds. The approach work is not included in the program and will have to be done by the county at their own expense.

The procedure for processing this type of project is the same as an FAS-C project, except that preliminary engineering is to be paid for by the county. (State will design the structure at their own expense.)

Until now the Tualatin River (Golf Course Road) Bridge, which is estimated to cost $464,000, has been an FAS-C project. However, with the approval of the use of these alternate Federal funds for this project, you may wish to change from FAS-C funds to Bridge Replacement funds. If you do decide to change to the Bridge Replacement Program, you must cancel either all of the FAS-C project or just the bridge portion. By canceling only the bridge portion of the FAS-C project you will have to reimburse the State $984.47 for the foundation investigation. This will leave the earth work to be done as an FAS-C project. Or you may cancel all of the FAS-C project. By doing this, the county will have to reimburse the

cc

☐ ENGR. ☑ COOR. ☐ CE ☐

State $4,335.86 (all charges are not recorded). This amount of $4,335.86 will cover all of the preliminary engineering for the FAS-C project except the design for the bridge. If you do decide to cancel the FAS-C project, two copies of our cancellation forms are enclosed for your use. Please note on these cancellation forms that there are two methods for making the reimbursement; one is by county check or warrant, and the other by transferring FAS-C funds to State Highway funds. After you have completed these forms, please return one copy to this office and retain the other for your files.

In order to proceed with this program we must have your answer early next week. This is necessary to keep the program going.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

HR:ljt

Att.

Copy to:- A.E Johnson
R.L. Schroeder
L.H. Young

☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE

s p

[illegible]
SEP 5 - 1972
FOR FILE
8004

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE August 31, 1972

TO Memo to the Files

FROM Duane O. Christensen
Supervising Design Engineer

NOTED
A. E. JOHNSON

SUBJECT Tualatin River (Golf Course Road) Bridge Sec.
FAS 631
Washington County
Bridge 13047A

On Wednesday, August 30, 1972, Mr. Ellison discussed the status of the subject project with Mr. Prange of City-County Section. To date Washington County has not approved the preliminary project plans nor have they held or scheduled a public hearing on the subject project.

Before this project can be let, a Coast Guard permit must be secured for the structure involved. As a part of this application an environmental impact statement is required.

It is our understanding that the environmental impact statement cannot be written until the public hearing is held.

We have completed the Coast Guard permit drawings, but cannot proceed further with the application until the environmental impact statement is received.

DOC:dh

cc A. E. Johnson
R. H. Prange
W. H. Tebeau
L. L. Wallace
J. H. Wood

RECEIVED
SEP 1 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED

8004

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Tualatin River (Golf Course Rd.) Bridge
Highway: F.A.S. 631
County: Washington
Prefix: 534-1457

Res. Engr.
Approx. Length 0.4 Mile
Sta. to Sta.
Date 1-31-72

Mean Truck A.D.T. 98.0
Traffic Coefficient 6.8
18 kip s. a. per day 12.1

Annual Precipitation 45"±
Frost Penetration - - - -
CBE Total Requirement 22.5"

(1)

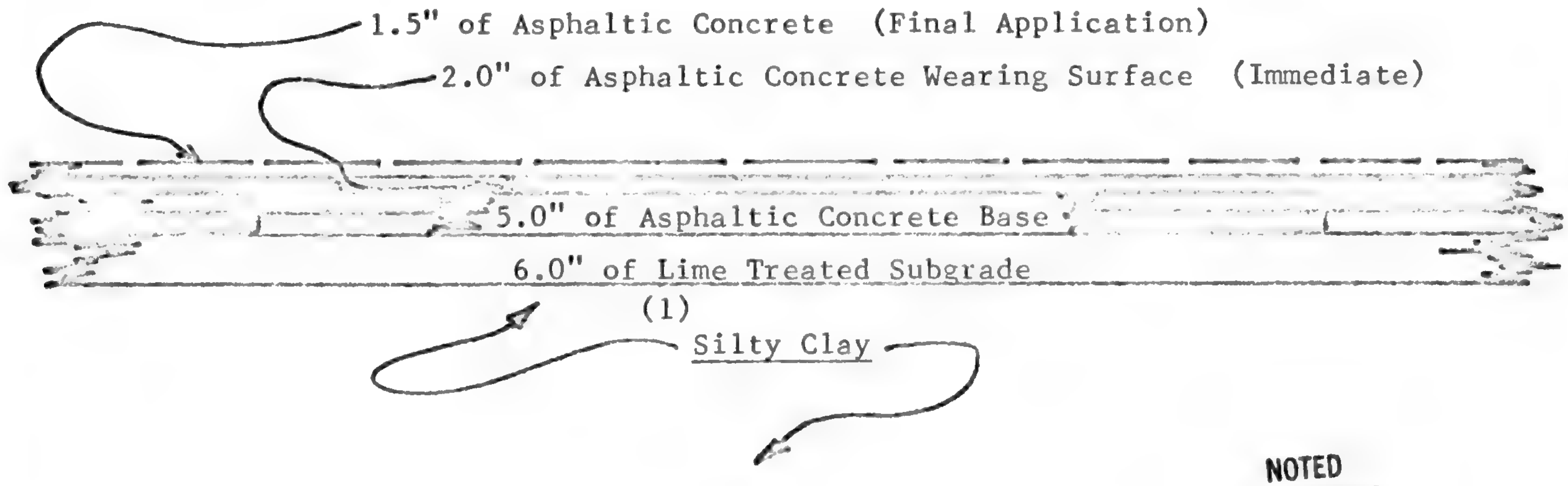
Typical Soil	
39	LL
17	PI
100	%P 10
97	%P 200
0	% Gravel
1	% C Sand
3	% F Sand
64	% Silt
32	% Clay
6	R Value
A-6	AASHO Classif.

Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
4.0	2.0	A.C.W.S. (I.)
10.0	5.0	A.C. Base
6.0	6.0	L.T.S.
23.0	14.5	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application)
2.0" of Asphaltic Concrete Wearing Surface (Immediate)
5.0" of Asphaltic Concrete Base
6.0" of Lime Treated Subgrade
(1)
Silty Clay

NOTED
E. S. HUNTER

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

SECTION: Tualatin River Bridge (Golf Course Road)

HIGHWAY: F.A.S. 631

COUNTY: Washington

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	A.C. Base	*Aggregate Base*	*Aggregate Base*	LTS	*"CBE" Total Requirement*	*Actual Thickness*
4.8 - 6.0	2.0"	4.0"	---	---	6.0"	18.0"	12.0"
Cars Only	2.0"	4.0"	---	---	---	13.5"	6.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete W.S. & Base = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Tualatin River Bridge (Golf Course Road)

HIGHWAY: F.A.S. 631

COUNTY: Washington

800 Present ADT (1972)

8 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	55	2.0	110	83	450	37,350
3	10	2.0	20	15	1000	15,000
4	0	---	--	--	1250	- - -
5	0	---	--	--	3180	- - -
6	0	---	--	--	2570	- - -
				98 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 52,350

TWENTY YEAR EWL 1,047,000

TRAFFIC COEFFICIENT 6.8

SECTION: Tualatin River Bridge (Golf Course Road)

HIGHWAY: F.A.S. 631

COUNTY: Washington

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks:
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.4 mi.) project and traffic does not warrant the use of C.R.P.C.C.

RECEIVED
JAN 26 1972
FOR FILING

8004

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

January 17, 1972

State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

We are replying to your letter regarding our comments on the project entitled:

Tualatin River (Golf Course Road) Bridge Section
FAS 631, Washington County

We have no comments, other than normal precautions should be taken during construction to preserve proper water quality.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

cc's sent 1-19-72

E. S. Hunter
L. H. Young
W. J. Hart
C. G. Swenson
F. E. Terpin
W. H. Tebeau
L. W. Rulien (2)

RECEIVED
JAN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

5

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8004

PREFIX NO. 534-1457

LOCATION PROSPECTUS
TUALATIN RIVER (GOLF COURSE ROAD) BRIDGE SECTION
FAS 631
WASHINGTON COUNTY

1-3-72

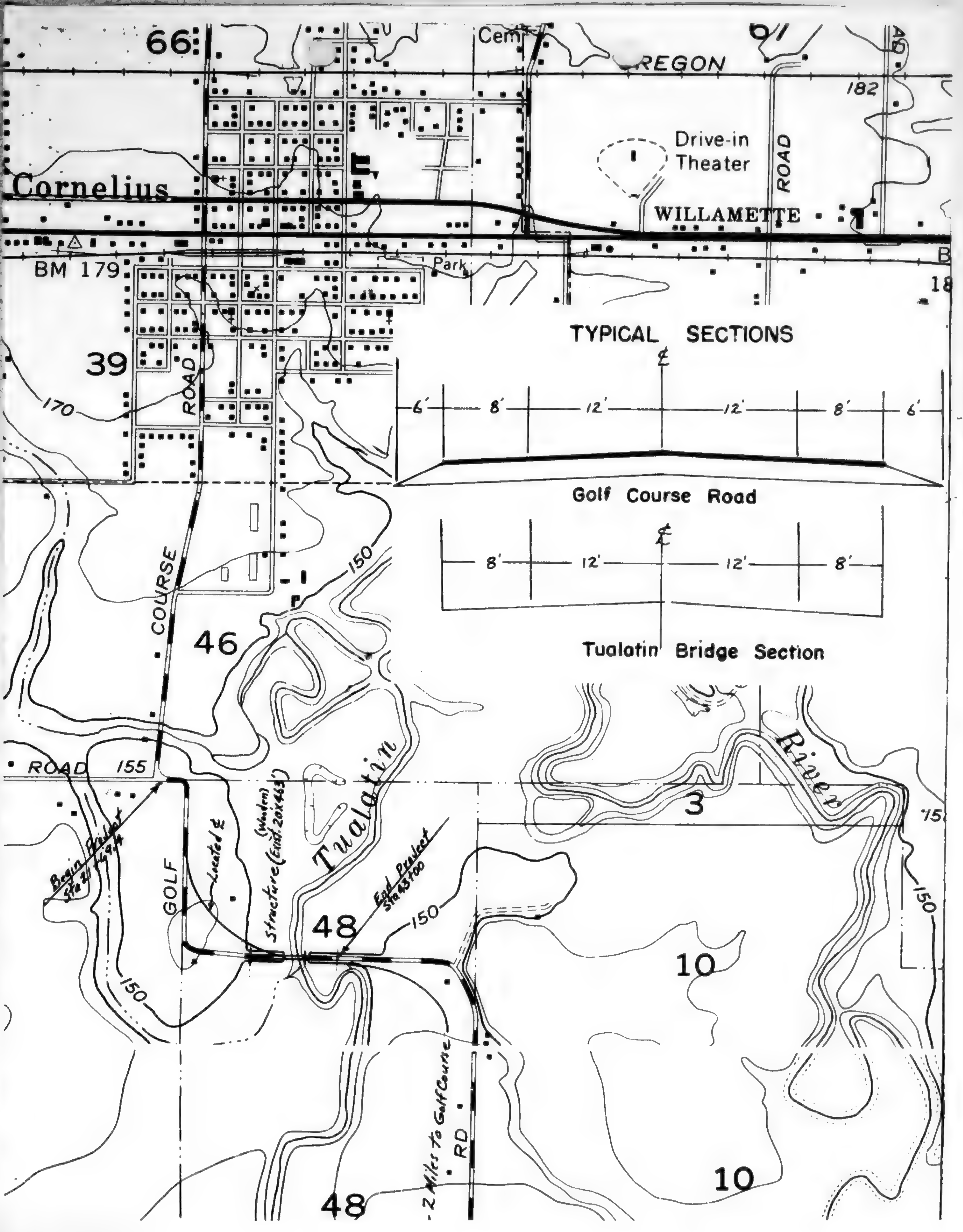
HIGHWAY:	Federal Aid Secondary No. 631.
TERMINI:	The northerly terminus is 1.5 miles south of the Tualatin Valley Highway at South 10th Street in Cornelius. The southerly terminus is two miles north of the Forest Hills Golf Course.
LENGTH:	0.4 mile.
PROGRAM:	1972 FAS-C Project.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for grading, paving and construction of a new structure. Soils investigations will be conducted. Drainage problems are not anticipated; however, studies of past highwater will be made to correlate the design of this project. An economic analysis is not needed at this time.
CHARACTERISTICS:	Present ADT is 760; projected ADT is 1200.
STANDARDS:	Class "C". Deviations from State or AASHO standards are not anticipated.
TYPICAL SECTION:	Two 12-foot travel lanes and 8-foot shoulders.
ACCESS:	Under County jurisdiction.
BASE DESIGN:	To be determined during the survey.
MATERIAL:	Suitable material will be located and referenced to the project during the survey.
BRIDGE:	New structure to have a 40-foot horizontal clearance. Road can be closed during construction; county to furnish detour.
UTILITIES:	Routine utility adjustments to be made by Washington County.
AGREEMENTS:	Routine FAS-C project. The county will furnish an opportunity for a public hearing.
ADD'L FACILITIES:	None that are affected by this project.
PARKS:	None.

January 3, 1972
Attachment
cc's - see second sheet

NOTED
TOM EDWARDS

cc: Fish Commission of Oregon
Oregon State Game Commission
Federal Highway Administration (3)
L. W. Rulien (3)
Tom Edwards
E. S. Hunter
A. E. Johnson
R. L. Schroeder
R. N. Bothman
L. E. George
F. L. Hall
W. J. Hart (4)
D. H. Moehring (3)
F. D. Morgan
V. D. Wolfe
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
R. W. Prentiss
J. A. Rowland
R. E. Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
G. C. Wills
F. W. Yarbrough (2)

[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER


66
Cem
OREGON
182
Drive-in Theater
ROAD
Cornelius
WILLAMETTE
BM 179
Park
18
39
ROAD
170
TYPICAL SECTIONS
℄
6'
8'
12'
12'
8'
6'
Golf Course Road
℄
8'
12'
12'
8'
Tualatin Bridge Section
COURSE
150
46
ROAD
155
River
3
15
Begin Project Sta 21+49.4
GOLF
Located ℄
(Wooden) Structure (Exist. 20x465')
Tualatin
End Project Sta 43+00
48
150
150
10
150
2 Miles to Golf Course
RD
10
48

RECEIVED
JAN 6 - 1972
[illegible]

1859

8004

EXECUTIVE DEPARTMENT

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

December 30, 1971

R. L. Porter, Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Re: Tualatin River (Golf Course
Rd.) Bridge
PNRS #71.0569

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your Notice of Intent was referred to the appropriate State agencies. All respondents indicated concurrence and approval.

The Fish Commission commented:

> "The Tualatin River system supports substantial runs of anadromous fish. We are therefore concern that water quality standards are followed during construction period. We anticipate no fish passage conflicts & project is approved."

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

Cleighton Penwell

1-6-72

RECEIVED
DEC 9 - 1971
FOR FILING

8004

December 7, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 2	Tualatin River (Golf Course Rd.) Bridge Sec.
Federal Aid Secondary	FAS-631, Washington County

The estimated date of filing for federal-aid funds on this project is March 1, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
I. D. Merchant
D. H. Moehring
W. D. Albright
R. E. Royer
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
R. L. Schroeder
Robert C. Biensly
John Sheldrake
L. W. Rulien

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Tualatin River (Golf Couse Rd.)
Bridge Section
FAS-631, Washington County
December 7, 19 71

FROM: Applicant Agency State Highway Division Salem, Oregon
Address

Contact Person L. H. Young 378-6563
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ...... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District two (2) City - - - -

County Washington Special District(s) (if applicable) CRAG

Other affected jurisdictions/agencies - - - -

3. **Federal Program**

Common Program Name Federal-aid Secondary

Authorizing Legislation Title 23 U.S.C. Highways
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application ......

---

4. **Estimated Project Cost**

Federal Share $ 300,000
Loan ...... Grant X

Local Applicant Share (Washington County)
(if any) $ 100,000

State Agency Share $ 100,000

Other (Specify) $ - - - -

Total $ 500,000

Source of State Agency Share

General Fund $ ......

Other Funds (specify) $ 100,000 Highway

Indirect Cost Reimbursement

No X Yes ...... $ ...... (Approx)

Will Federal share change: No X

Yes, from ...... % to ...... %

When ......

5. **Period Covered by Projects**

Beginning date May 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 18 months

Approximate ending date November 1973

Will renewal be requested? Yes .... No X

6. **Estimated Application Filing Date** March 1, 1972

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

TUALATIN RIVER (GOLF COURSE RD.) BRIDGE SEC., FAS-631, WASHINGTON COUNTY

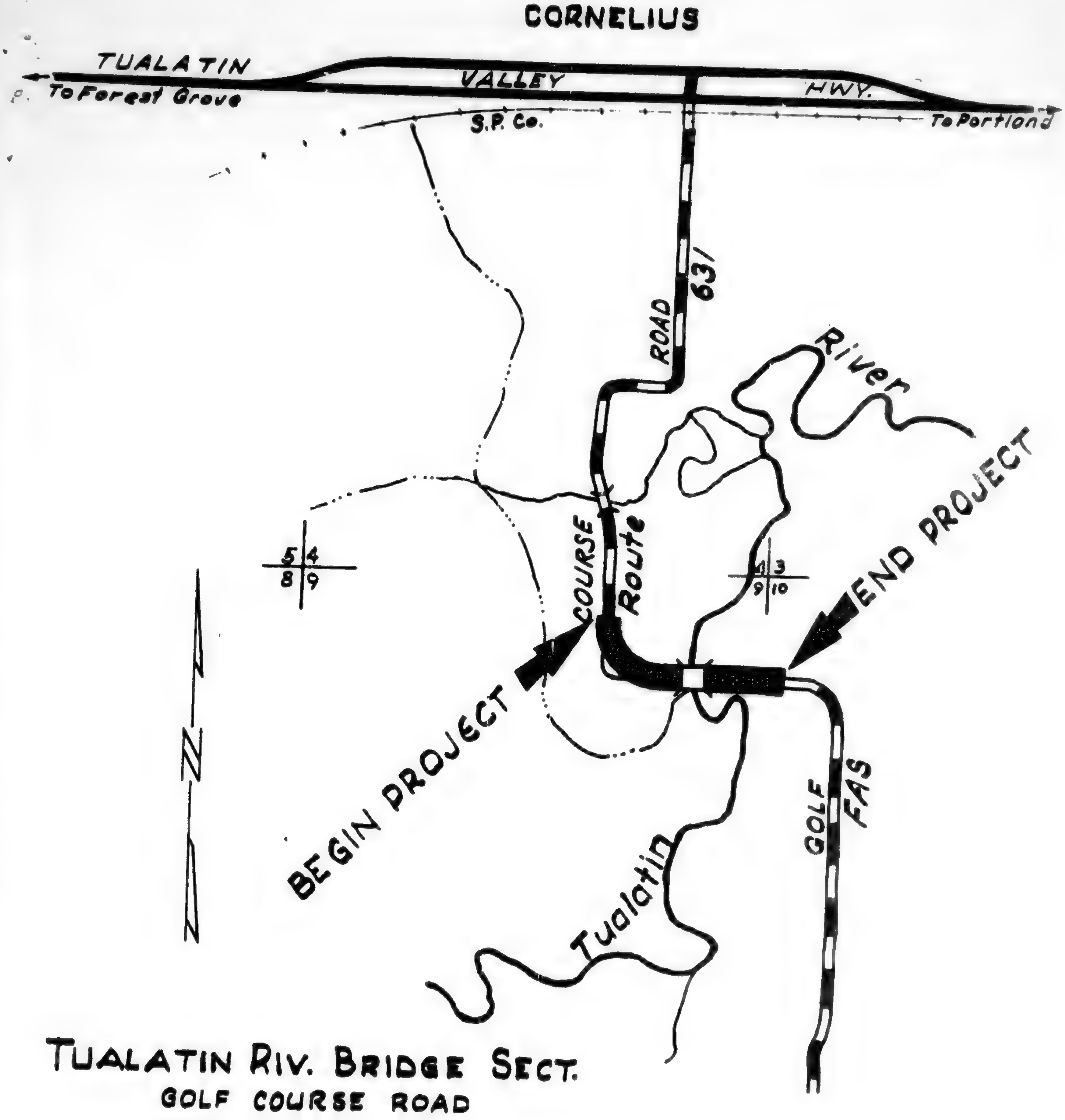
This project will consist of preliminary engineering, acquisition of right-of-way, grading, paving, structure, and incidental work required to replace the existing bridge and reconstruct new approaches. The length of this section is approximately 500 feet.

Work Narrative - Construct a reinforced concrete bridge with a 30-foot roadway. No sidewalks. Also grade, drain, base and pave a roadway 400 feet in width having two 12-foot travel lanes and 8-foot shoulders. Paving to be AC full 40 feet in width. Project is to include sight posts, guardrail, permanent seeding and mulching, permanent erosion controls, and riprapping. Contractor is to remove and dispose of the existing bridge. Road is to be closed and traffic detoured during construction. All signing during construction is responsibility of the contractor. Utilities are involved.

Goals for a Livable Oregon - Up-dating of a portion of the Federal-Aid Secondary system.

Environment - It is anticipated the impact of this project will have [illegible] upon the quality of human environment, therefore, [illegible] statement will not be required. A negative declaration [illegible] substantiate this [illegible].

[illegible] - See attached map.


CORNELIUS
TUALATIN
VALLEY
HWY.
To Forest Grove
S.P. Co.
To Portland
ROAD 631
River
COURSE
Route
5 4
8 9
4 3
9 10
END PROJECT
BEGIN PROJECT
GOLF
FAS
Tualatin
N

TUALATIN RIV. BRIDGE SECT.
GOLF COURSE ROAD
Washington County

8005 McKay Creek Bridge Sec. on 1974
McKay Road north of Prineville
(Structure)

C&A 4932 - 4/11/74

fas 401 - Crook Co

OREGON STATE
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 120010

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-27-76	CC 1586		507-1042-297

CODE: CROOKCO new
Crook County Court
Courthouse
Prineville, OR 97754
ATTN: Dick Hoppes, County Judge

Contract 8065
Proj RS-550(1)

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION		QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: McKay Creek (McKay Cr. Rd.) Bri. Section FAS 401 Covered by Agreement Dated 10-24-73				
County's Advance Deposit	$8,500.00			
Amount Previously Transferred	6,800.00			$1,700.00
County's share of Construction Costs	8,806.30			
Amount Previously Transferred	6,800.00			2,006.30
AMOUNT DUE STATE				$ 306.30

RECEIVED
COUNTY & CITY SECTION
JUL 30 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

JUL 29 1976

Amount Due State $ 306.30

If payer has made payment for this service, indicate the amount of payment.	$
If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit.	$8,500.00
Is this a partial or final request for billing?	Final
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests.	$6,800.00
Give the number of the last previous request in connection with this same service.	cc-1395

Credit distribution:
507-1042-297

Submitted by:
Harold Reynoldson
Harold Reynoldson, Rural Program Engr.

Approved:
Division Engineer

Approved:
Geo. N. Hopkins
Geo. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

fas 401 - Crook Co

OREGON STATE HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 120010

FORM 81-734-1150

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-27-76	CC 1586		507-1042-297

CODE: CROOKCO new
Crook County Court
Courthouse
Prineville, OR 97754
ATTN: Dick Hoppes, County Judge

Contract [illegible]
Proj R1-[illegible]

MAKE CHECKS PAYABLE TO THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION		QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: McKay Creek (McKay Cr. Rd.) Bri. Section FAS 401 Covered by Agreement Dated 10-24-73				
County's Advance Deposit	$8,500.00			
Amount Previously Transferred	6,800.00			$1,700.00
County's share of Construction Costs	8,806.30			
Amount Previously Transferred	6,800.00			2,006.30
AMOUNT DUE STATE				$ 306.30
		JUL 29 1976		

RECEIVED
COUNTY & CITY SECTION
JUL 30 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
5P*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Crook County Court
Courthouse
Prineville, Oregon 97754
Attention of Hon. Dick Hoppes
County Judge

Request No. (assigned by staff engineer or head of division) cc-1586
Date June 23, 1976
Payer's Order No. (if any)
Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: McKay Creek (McKay Cr. Rd.) Br. Section
FAS 401

Covered by Agreement dated 10/24/73

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		County's Advance Deposit	$8,500.00	
		Amount Previously Transferred	6,800.00	
				$1,700.00
		County's Share of Construction Costs	$8,806.30	
		Amount Previously Transferred	6,800.00	2,006.30
		Amount Due State		$ 306.30

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $8,500.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $6,800.00

Give the number of the last previous request in connection with this same service. cc-1395

Credit distribution:
507-1042-297

Submitted by:
Harold Reynoldson
Harold Reynoldson, Rural Program Engr.

Approved:
Division Engineer

Approved:
Geo. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 23, 1976

County Crook **Contract No.** 8005 **Date Completed** ______

FAS 401 **Section** McKay Cr. (McKay Cr. Rd.) Br. Section

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor		$57,893.11
Liquidated Damages		(150.00)
Engineering		11,841.25
Total Cost of Project		$69,584.36
Federal Funds Collected	$51,971.77	

Per Agreement County's share of project costs are as follows:

1/2($69,584.36 - $51,971.77) = $8,806.30

County's Share of Construction Costs	$8,806.30
County's Advance Deposit	8,500.00
Amount Due State	$ 306.30

Reference: Billing Form cc-1586

8005 43

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (Coulter)
Wash DC (HHO-32)
G K Hossner

10-17-75

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS 550 (1)	2. COUNTY Crook	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work performed under this contract provided for construction of Bridge No. 15497A with a roadway width of 34.2 feet and a length of 45 feet. The contract provided for construction and removal of a detour road during the bridge construction. The project is on FAS 401, (McKay Creek Bridge) McKay Road, approximately 7 miles north of Prineville.

5. CONTRACTOR'S NAME Workman Contractors, Inc.	6. CONTRACT AMOUNT $ 58,678.50

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)*

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

McKay Creek Bridge

RECEIVED
21 1975

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width NA feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
NA			X081	0.009

NOTED
H.S. COULTER

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY D. B. Carter Assistant State Highway Engineer	11. DATE OF INSPECTION 12-11-74

12. IN COMPANY WITH
R. Sandman, OSHD, Region & Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE David B Carter D. B. Carter		16. SIGNATURE G K Hossner G. K. Hossner	
14. TITLE Area Engineer	15. DATE	17. TITLE District Engineer	18. DATE 10/17/75

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

8005 48

August 26, 1975

Safeco Insurance Co.
1500 SW First Ave.
Portland, OR 97201

Gentlemen:

A post-final payment for $220 will be made to Workman Contractors, Inc. on Contract No. 8005 for work on the McKay Creek Bridge of FAS 401 in Crook County as soon as the warrant is prepared.

The total amount paid on this contract will be $57,730.27 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Workman Contractors, Inc.
PO Box 520
Canby, OR 97013

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8005

R

June 4, 1975

Safeco Insurance Company of America
1500 SW First Avenue
Portland, OR 97201

Gentlemen:

On May 22, 1975, we wrote to you concerning release of final payment on Contract No. 8005 awarded to Workman Contractors, Inc. for work on the McKay Creek Bridge Section of FAS 401 in Crook County.

Final payment on this contract is $2,964.12 and the total contract amount is $57,510.27. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc Workman Contractors, Inc.
PO Box 520
Canby, OR 97013
bc C. T. Keasey
Walt Hart
V. E. Skoog, At. Dick Hacek
Carl Williams
fkn/hb

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 19, 1975

TO F. B. Klaboe, Administrator
and State Highway Engineer

RDChurch
FROM For: C. T. Keasey
Construction Engineer

5-22-75
Letter written
JS

SUBJECT Highway Project Acceptance

Contract No. 8005, Work Completed 10-21-74
Project McKay Creek Bridge
Highway FAS 401, County Crook
Type of Work Structure
Contractor Workman Contractors, Inc.
Recommended Acceptance Date 5-20-75

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RC:wm
cc: A. E. Johnson
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
STATE HIGHWAY ENGINEER
DATE 5-21-75

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8005

12

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISI

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: McKay Creek Bridge

WEEK ENDING: April 12, 1975

SECTION PREFIX: 507-1042

HIGHWAY: FAS 401

COUNTY: Crook

KIND OF WORK: Structure

NAME OF JOB: McKay Creek Bridge

CONTRACT NUMBER: 8005

FEDERAL AID PROJECT NUMBER: RS 550(1)

CONTRACTOR: Workman Construction, Inc.

DATE WORK STARTED: June 28, 1974

ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: May 1, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 160

WORK DAYS USED: 162

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 102

PROJECT AUTHORIZATION: $67,759.38

EXCLUSIVE OF ENGINEERING: $61,841.53

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $57,955.24

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

ENGINEERING AUTHORIZATION: $5,917.85

This week: 0.00

ENGINEERING COST TO DATE: $10,191.00

PERCENT OF AUTHORIZATION: 172 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST Excl of engr: 99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION incl engr: 85

DATE PROJECT WAS COMPLETED: December 31, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4/6	P. Cloudy, cold	0		Project complete
MONDAY 7	P. cloudy, cool	0		Project complete
TUESDAY	[illegible]			
WEDNESDA	[illegible]			
THURSDAY	[illegible]			
FRIDAY	[illegible]			
SATURDA				

K

RECEIVED
APR 9 1975
CONSTRUCTION
SECTION

Keasey
Bond
Jackmond
Harwood
Johnson
Walker
Scofield
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4/6/75	No contractor or crew activity entire week-Project complete.
MONDAY 4/7/75	Project complete. Semi-final submitted to Region this date.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete - Semi-final submitted to Region Monday, 4/7/75.
This is final weekly report on this contract.

Const. (3)
Region (1)
File (1)

SIGNED M D Krehbiel LOCATION Redmond
M. D. Krehbiel

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

8005

K

April 1, 1975

Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8005 for work on the McKay Creek Bridge Section in Crook County.

Careful consideration was given to the reasons you submitted. In light of the available information, this extension is denied. Our information indicated that the concrete in a wall adjacent to the bridge end backfill had to cure to designed strength before the backfilling could be allowed and that certain of your equipment and materials also had to be removed from the area.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Robert Church
Carl Williams
Norman D. Krehbiel

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
March 27, 1975

FILE: CON 5 #8005

John A Bond

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: McKay Creek Bridge
Contract No. 8005
Time Extension Request

The subject contract was awarded to Workman Contractors, Inc. on May 1, 1974. It was specified that the contract would be completed within 160 calendar workdays. Contract time expired October 19, 1974 with work completion on October 21, 1974, so two days of liquidated damages were charged at the rate of $75 per day.

The contractor requests 3 days extension because of alleged delay by the county in constructing minor bridge end backfill and shoulder widening.

The Resident Engineer's analysis of time shows that the actual circumstances do not support the reasons presented by the contractor. However, it is noted that the structure (the entire facility under contract) was opened to traffic on October 15, 1974, four days prior to expiration of contract time.

The last two days charged were Sunday, October 20, and Monday, October 21, 1974 when detour removal was completed. Our engineering is overrun some 72 percent. Theoretically only one day contributed to that. However, the contractor has been slow in providing some paperwork and we still do not have third notification. The project is exceptionally "clean" as far as changes. There are no unanticipated orders.

We could rationalize either way, but I conclude, as the Region did, to deny extension. Suggested rough draft is enclosed.

JAB:fr

Att.

cc: Contract Payments

RECEIVED
MAR 28 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8005 Contractor Workman Contractors Inc.

Highway FAS 401

Section McKay Creek Bridge

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~**GRANTED**~~. The reasons for such recommendation are as follows:

Contractor's reasons for extension of time are not supported by actual circumstances as documented by the Resident Engineer.

Contract No. 8005
Project designation RS-550(1) State-Federal
Date awarded May 1, 1974
Work started June 28, 1974
Per cent completed 99.4% 3/17/75 Date
No. of Calendar Workdays Allowed 160
No. of Calendar Workdays Used 162
No. of Added Workdays Requested 3

Recommended for Approval:

Asst Division Engineer

For Construction Engineer or ~~Bridge Engineer~~

Asst State Highway Engineer

SP*8296-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 1/20/75, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 163 days, within which to complete our Contract No. 8005, without the assessment of liquidated damages. The said contract is described as follows:

McKay Creek Bridge

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Section 108.09 (b). The County road forces were delayed therefore they were not on the job the 7th & 8th of October when the approaches were ready for the fill. After the fill was put in it was too soft to open to traffic immediately therefore we had to wait an extra day to remove our detour.

The bridge was open to traffic before the contract deadline.

Respectfully submitted,

Workman Contractors Inc.
Contractor

By V.P.

CONSENT OF SURETY

Date February 4, 1975

We, Safeco Insurance Company of America

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Carol A. McAllister
Attorney in-fact Carol A. McAllister

(SEAL)

Fred. S. James & Co. of Oregon
Resident Agent

FORM 81-734-3030

Keasey
Scofield
RECEIVED
MAR 2 1 1975
Berg
Harwood
Johnson
Walker
CONSTRUCTION SECTION

FILE: CON 5

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701
March 19, 1975

FROM: Robert A. Sandmann
Regional Construction Engineer

SUBJECT: McKay Creek Bridge
Contract No. 8005

TO: C. T. Keasey
Construction Engineer

Herewith "Contractor's Request for Increase in Number of Workdays to Complete Construction Contract" and review comments by Resident Engineer.

Region concurs with Resident Engineer's recommendation that the Request be denied. Actual circumstances do not support the reasons presented by the contractor.

RAS:mr

enclosure

cc: N. D. Krehbiel

Engineering is over 72%

ROE RE RME RCE FAE
RTE RECEIVED ENV
MAR 19 1975 RDE
RSO REGION 4 RBE
ASSIGNED____________

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Redmond, Oregon
March 17, 1975

SUBJECT: McKay Creek Bridge
Contract No. 8005

To: Carl Williams
Regional Engineer
BEND

Enclosed is a request from the contractor to increase the 160 specified calendar workdays for this contract to 163 calendar workdays. The specified 160 days expired on October 19, 1974 and the contract was completed, except for cleanup items, on October 21, 1974, for a total of 162 days, or 2 days overrun of time.

The first sentence of the request states in effect that Crook County was delayed and were not on the job October 7th and 8th when the approaches were ready for placing of the fill. The facts on this are that the 12" x 20"± back shear walls were not poured until the afternoon of October 7th, and a note on Drawing 29589 states that backfill shall not be placed until the backwall has reached design strength, so the State would not have allowed backfilling on October 7th or 8th, regardless of whether the County was or was not ready to do this work. Some backfill had been previously placed by the County to an elevation slightly higher than the County-placed riprap on the streambed side of the abutments. Also, Duane Amens, Crook County Roadmaster told the contractor that they would not start backfilling or shoulder widening until the approaches were cleaned, and our diary record shows that the contractor had equipment, forms, etc., still on the roadway in the late afternoon of Friday October 11th, but were removed that weekend.

On October 14th the County completed the backfill and started widening the shoulders. On October 15th the County finished the shoulder widening & our crew staked the guardrail. Traffic was routed over the new structure on this date and removal of the detour was started. The second sentence stating that there was a one day delay because of the fill being too soft is in error, because removal of the detour started October 15th, the day on which the County completed the shoulder widening. The guard rail was completed on October 18th. The remainder of the detour was removed on Saturday, October 19th and Monday, October 21, 1974.

The contractors' stated reasons for the extension of time do not bear up under scrutiny, and I recommend that the request be denied.

The only possible basis for consideration of this request is that the guardrail installation was completed and traffic using the new section on October 18th, the 159th day, confirming the last sentence of the contractors' request.

About 20% of the detour removal work remained to be done after completion day, October 19, 1974.

N. D. Krehbiel
Resident Engineer

Encl.
cc: File

8005

STATE COPY

8

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-96	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) May 16, 1974	COUNTY Crook
		PROJECT NO. RS-550(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 3.7 mi. N. of Prineville City Limits

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-3-74	0.009
OTHER (Specify)		

FUNDS Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT $ 67,759	FEDERAL FUNDS $ 52,953

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION (Official name of Highway Department)	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By E S Hunter Assistant State Highway Engineer (Title)	
By (Title)	By W. J. Smith for G. L. Green (Division Engineer)
By (Title)	Date executed by Division Engineer May 16, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9, and 13 are not applicable." As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal-aid Project
No. RS-550(1)

McKAY CREEK BRIDGE SECTION

FAS 401 CROOK COUNTY

Salem, Oregon, May 13, 1974

Project Agreement Estimate

Type Code X080
Bridge No. 15497A (Sta. 216+57 to Sta. 217+02)

Temporary Protection and Direction of Traffic	All Required		$ 700.00
Temporary Signs	200 sq.ft.	4.00	800.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	75 lin.ft.	1.00	75.00
Temporary Guide Posts	35 only	10.00	350.00
Flagmen	44 hours	11.00	484.00
Embankment in Place	1,040 cu.yds.	2.00	2,080.00
Guard Rail, Type 2A	425 lin.ft.	8.00	3,400.00
Guard Rail Anchors, Type 1	4 only	200.00	800.00
Rail End Piece, Type C	4 only	110.00	440.00
Bridge Removal Work	All Required		5,000.00
Shoring, Cribbing, Etc.	All Required		8,000.00
Structural Excavation	450 cu.yds.	4.00	1,800.00
Class A Concrete	All Required		10,500.00
4' x 45'/50' Prestressed Slabs	9 only	1,890.00	17,010.00
Reinforcement	All Required		5,177.00
Metal Rail	75 lin.ft.	27.50	2,062.50
			$ 58,678.50

Additional Items

Temporary Erosion Control	All Required	$ 500.00
		$ 500.00
	Subtotal	$ 59,178.50
	Engineering	8,580.50
	Total	$ 67,759.00

Length of Project - - - 0.009 mile

Federal Funds -	$ 52,953.00
State Funds -	7,403.00
County Funds- -	7,403.00
Total	$ 67,759.00

Group 1 - 100%

Contract No. 8005

Prefix: 507-1042

8005

5

May 1, 1974

Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

Gentlemen:

The Oregon Transportation Commission on April 29, 1974, accepted your proposal for the McKay Creek Bridge on FAS 401 in Crook County for the sum of $58,678.50 and referred it to the Administrator of Highways with authority to award the contract as soon as Crook County approves the project and deposits $8,500.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8005.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 13, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn
Encl.
bc Pac. Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn. & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
Carl Williams
N. D. Krehbiel
Don Trout
Wm. Geibel (SAIF)

bc: L. W. Rullen

April 26, 1974

Crook County Court
Courthouse
Prineville, Oregon 97754

Attention Hon. Joseph Mohan
County Judge

Gentlemen:

On April 25, 1974, a satisfactory bid was received from the Workman Construction Company, P. O. Box 520, Canby, Oregon 97013, for the McKay Creek Bridge Section, FAS 401. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$58,678.50
Temporary Erosion Control	500.00
4½% Contingencies	2,663.03
10% Engineering	5,917.85
Estimated Total Cost	$67,759.38

County Advance Deposit:

12½% of $67,759.38 = $8,469.92, or say $8,500.00.

Please make this advance deposit in the amount of $8,500 payable by check or warrant to the Oregon State Highway Division and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

8005

April 11, 1974

Crook County Court
Courthouse
Prineville, OR 97754

Attention: Grace Bannon
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 4932

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the McKay Creek (McKay Creek Road) Bridge on FAS 401.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

8005

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 8, 1974

FILE:

~~FROM:~~ TO: Mr. E. S. Hunter
Asst. State Highway Engineer
BUILDING

~~TO:~~

Robert H Prange

FROM: Robert H. Prange
Rural Engineer
County & City Unit

SUBJECT: McKay Creek Bridge Section
McKay Road, FAS 401
Crook County

Willow Creek and Hope Drain
Ditch Structures
Foothill Drive, FAS 23-108
Malheur County

Attached are design approval forms for the subject FAS-C projects. Please return approved copies to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

RHP:ljt

Att.

cc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
H. S. Coulter
L. W. Rulien
Victor Wolfe
J. H. Versteeg
W. J. Hart
W. E. Schwartz
C. M. Williams
R. N. Chase
B. L. Gifford

RECEIVED
APR 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4-9-74
approved copy returned
to Bob Prange

~~LOCATION~~ - DESIGN APPROVAL

COUNTY: CROOK

SECTION: McKay Creek Bridge

FAS NO.: 401

ROAD NAME: McKay Road

PROJECT DESCRIPTION:

ESTIMATED COST: $81,000

~~HIGHWAY~~ Transportation COMMISSION APPROVAL: October 24, 1973

HEARING: None required

STATE CLEARINGHOUSE REVIEW: None required

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: None required (Memo to Files, March 7, 1974)

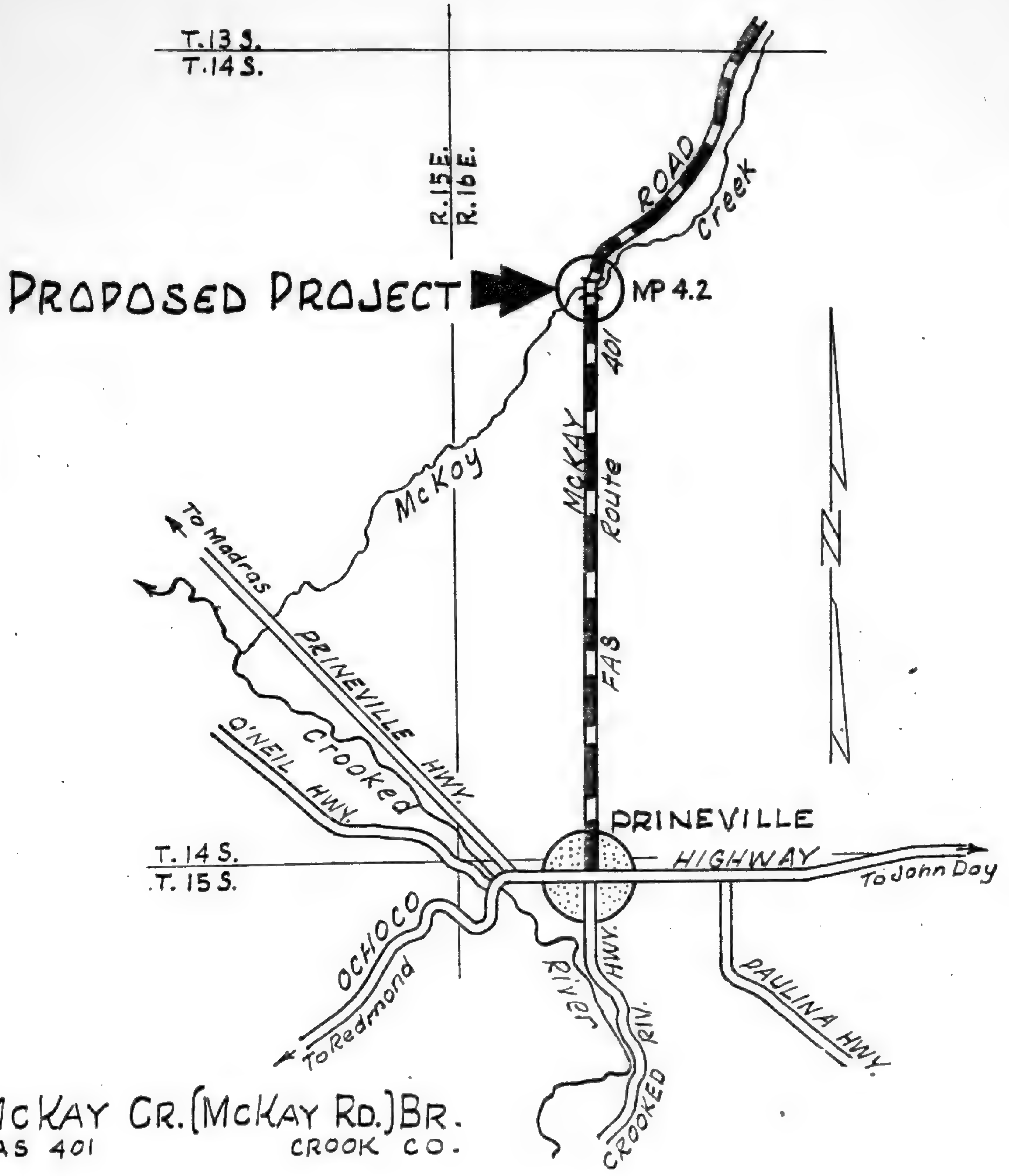
ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA, April 3, 1974

REMARKS:

APPROVED: April 3 19 74

E S Hunter

Assistant State Highway Engineer


T. 13 S.
T. 14 S.
R. 15 E.
R. 16 E.
ROAD
Creek
PROPOSED PROJECT
MP 4.2
401
McKAY
Route
FAS
McKoy
To Madras
PRINEVILLE HWY.
Crooked
O'NEIL HWY.
PRINEVILLE
T. 14 S.
T. 15 S.
HIGHWAY
To John Day
OCHOCO
To Redmond
River
HWY.
CROOKED RIV.
PAULINA HWY.
N

McKAY CR. (McKAY RD.) BR.

FAS 401 CROOK CO.

8005 4-3-74

TRANSACTION NUMBER 4-7 AND 4-8 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS** (PPM 21-1)	STATE HIGHWAY DEPARTMENT OREGON	DATE 4-3-74
	BY (Signature) L. W. RULIEN'S LETTER OF 3-28-74	
CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS	TITLE PROJECT MANAGEMENT ENGINEER	

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 15 THRU 16

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
15	RS-550(1)	0.009	85,000	66,400	McKAY CREEK BRIDGE SECTION CROOK COUNTY-STATE OF OREGON	ONE STRUCTURE
16	RS-23-108(2)	0.028	70,000	54,700	FOOTHILL DRIVE SECTION MALHEUR COUNTY-STATE OF OREGON	GRADE, DRAIN ONE STRUCTURE.

Orig. [illegible]

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 4-3-74	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

8005

5

March 28, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Projects RS-550(1) & RS-23-108(2)

We are submitting program data for two rural secondary projects, Item No. 15, Project No. RS-550(1), "McKay Creek Bridge Section" and Item No. 16, Project No. RS-23-108(2), "Foothill Drive Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

These projects have been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for these projects on April 25, 1974.

Both projects are exempt from State Clearinghouse A-95 review under working agreement dated April 28, 1970.

Enclosed is a copy of District 10 Clearinghouse letter of approval for Item No. 15, dated November 30, 1973.

Item No. 16 is exempt from District 14 Clearinghouse A-95 review under working agreement dated August 11, 1970.

The requirements of PPM 90-1 relative to these projects have been submitted as separate actions.

Public hearings are not required for these projects under the provisions of paragraph 6c of PPM 20-8.

Design approval granted under the Secondary Road Plan.

Enc.
JG:js

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

3-28-74

Budget Bureau No. 41-R2

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 3.7 mi. N. of Prineville City Limits 21 65	**ADT**	PRESENT 240*	FUTURE 350 (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (67)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) RS- 14 28	NUMBER 550 7

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Crook				
	NAME OF URBAN AREA 17-31 ---	ROUTE NO. S	FEDERAL-AID 401 (32)	STATE Co. Rd. (36)	U.S. (37) --	

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		Co. Rd., 3.7 mi. N. of Prineville City Limits					
5					**ROW**							
5					**CONST** (CODE) X080		"McKay Creek Bridge Section"	0.009	85,000	66,400	9,300	9,300 (Co.)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.009	85,000	66,400	9,300	9,300 (Co.)
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (33)	REMARKS	

*DHV is 30 for this location.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

3-28-74

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces) Co. Rd., 3.7 mi. N. of Prineville City Limits 21 65	ADT	PRESENT 240*	FUTURE 350 (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 075 (4) (9)

ITEM NO.
15
(14) (18)

POSED WORK (35 typewriter ge 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 28	NUMBER 550 7

SEQ. NO. (1) 13

I. Projects Only: POST MI. (24) (26) · DESIG. 27

FUNDS: Rural Secondary

EA: --

COUNTY NAME: Crook · CODE: 013 (14) (16)

ROUTE NO.: S · FEDERAL-AID: 401 (32) · STATE: Co. Rd. (36) (37) · U.S.: -- (41)

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
43 46	53		(54) (58)	(59) (66)	(67) (76)			
PE		Co. Rd., 3.7 mi. N. of Prineville City Limits						Construct one prestressed concrete slab span bridge (L. 45', H.C. 34'). Widen shldrs. & install guard rail. Remove ext'g. bridge & const., maintain & remove detour. (County to place riprap & surface roadway & bridge.) ROW - 45' min.; access control-none; parking restrictions-none.
ROW								
CONST (CODE) X080		"McKay Creek Bridge Section"	0.009	85,000	66,400	9,300	9,300 (Co.)	
ED BY		PROJECT TOTALS	0.009	85,000	66,400	9,300	9,300 (Co.)	
				(16) (23)	(24) (33)			

APPROVAL DATES

REMARKS

*DHV is 30 for this location.

-OVER-

USCOMM DUSCOMM-DC 48805-P61

MCKAY CREEK BRIDGE SECTION
PROJECT NO. RS-550(1)

Existing Facility: 3-span timber pony truss 42 feet long with a horizontal clearance of 19'-3".

Adjacent Sections: 22-foot oil mat surfaced roadway with 3-foot gravel surfaced shoulders.

Project Data: Construct, on existing alignment, one prestressed concrete slab span bridge (Br. No. 15497A) 45 feet long with a horizontal clearance of 34 feet. Widen shoulders and install guardrail at both ends of bridge. Remove existing bridge and construct, maintain and remove detour.

NOTE: County will place necessary riprap and surface roadway and bridge.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: None involved as project does not require additional right-of-way.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

PPM 90-1 Requirements: Environmental statement being submitted as a separate action.

A-95 Review:
a. State Clearinghouse - - - - Exempt under working agreement dated April 28, 1970.
b. Dist. 10 Clearinghouse - - Letter of approval dated November 30, 1973.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location Approval: Not applicable as consideration of alternate locations is not a factor as the project is for replacement of a bridge on the existing alignment at its present location.

Design Approval: Processed under the Secondary Road Plan.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market road, a school bus route, and a mail route.

NOTE: This project is in Congressional District No. 2.

401 - crook

Copy to:- John Oaks
L. W. Rulien
G. G. Swanson
C. M Williams

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

4-3-74

Attn: County & City Section

SUBJECT: Federal Aid Project No. ______________

Highway No. FAS 401

Project Name
McKay Creek (McKay Creek Road) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

n/a ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Prineville, Oregon,

this 3 day of april, 1974

Crook ~~Wallowa~~ County

Joseph Mohan
Judge

Joseph [illegible]
Commissioner

Joe A. Cox
Commissioner

RECEIVED
COUNTY & CITY SECTION
APR 10 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

7/31/73

8005 RS 550(1) 5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 22, 1974

Keep

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM Ed Hunter
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT McKay Creek (McKay Road) Bridge
FAS 401
Crook County

This negative declaration covering the subject FAS-C project is being submitted for your concurrence.

LOCATION AND DESCRIPTION OF PROJECT The proposed bridge project is located on McKay Road at the crossing of McKay Creek, approximately 4.4 miles north of Prineville in Crook County.

The proposal calls for construction of a reinforced concrete structure approximately forty-five feet long with a thirty-four foot roadway. Included in the project will be the construction of a temporary detour, the removal of the existing structure, and the installation of guardrail. The county will construct the approaches and place riprap. The new structure will be on the same grade and alignment as the existing bridge.

PURPOSE OF PROJECT The purpose of the project is to replace a badly deteriorated substandard bridge, provide safety and convenience to the road user, and reduce maintenance costs.

The structure being replaced is a narrow, timber bridge and is inadequate to meet the demands of present and future traffic loads. Ordinary maintenance procedures or partial reconstruction is not economically feasible; therefore, total replacement seems to be in order.

EXISTING ENVIRONMENTAL SETTING

McKay Road is a farm-to-market, school bus, and mail route beginning in Prineville and running northerly into the Ochoco Mountains. It serves industrial and urban developments in Prineville, along with the flat, irrigated farming areas and rolling ranch lands where cattle, hay, and grain are principal products. Average daily traffic ranges from a maximum of 6,300 to a minimum of 90, with 230 vehicles at the McKay Creek Bridge project site.

McKay Creek originates in the Ochoco Mountains in the northwest section of Crook County and meanders in a southwesterly direction to its confluence with the Crooked River. It is subject to seasonal run-offs and occasional flooding.

Flat, irrigated farm land with a scattering of juniper and pine trees and outcroppings of lava surrounds the project site. The nearest dwelling is located approximately 250 feet from the McKay Creek structure.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most notable impacts of the proposal will be the benefits of safety and mobility to the road user. In addition, a reduction in maintenance cost will be realized.

Circulation of the Notice of Intent (OMB A-95) has been completed through the clearinghouse process. The Central Oregon Intergovernmental Council endorsed the proposal by letter dated November 30, 1973.

In accordance with the State's standard practices and the special provisions for this project, all necessary pollution control methods will be used during construction to ensure that McKay Creek and the natural habitat and surrounding environment of the project will remain unimpaired. Federal, State and local regulations concerning erosion control and air and water quality will be enforced. Temporary and permanent methods of pollution control will be used to prevent waste and deleterious materials from entering or remaining in the streambed and adjacent streamside area. Measures will be taken to assure that turbidity and siltation will not be excessive. In addition, work in the streambed will be kept to a minimum and will be done during low-water periods. All parts of the existing bridge will be removed down to or below the natural bottom of the streambed.

No dwellings, buildings, business or commercial enterprises, park lands, recreational areas, wildlife refuges, known historic sites, or public lands (except for the existing road rights-of-way) are within or adjacent to the structure area.

No additional right-of-way is required for the proposed construction of the two structures, and there is no known opposition to the proposal; therefore, a public hearing will not be necessary.

In accordance with Policy and Procedure Memorandum 90-2, paragraph 4(a) the proposed project meets noise standard criteria, as it will not increase traffic noise levels.

The traveling public will be slightly inconvenienced during the construction period. It is planned, however, to provide a temporary detour of the construction area, along with adequate signing and flagging for the direction and protection of traffic.

BASIS FOR NEGATIVE DECLARATION

The proposed project, although not extensive in nature, is needed to replace a badly deteriorated substandard bridge and is necessary to provide a good level of traffic service to the community. The benefits accruing to the public in the provision of a safe structure, as well as in the reduction of future maintenance costs, will outweigh any inconvenience to road users. Detrimental impacts to the local environment, if any, will be negligible.

It is the conclusion of the Crook County officials and Oregon State Highway Division staff that this project does not constitute a "major action" as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of the social or the natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway
Division

Concur ______________________ Date APR 3 1974
for Division Engineer

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. W. Rulien
W. J. Hart
H. S. Cox
C. M. Williams

8005

cc: E. S Hunter
L. [illegible] ulien
W. J. Hart
Robert E. Royer
C. G. Swenson
F. E. Terpin
Edward L. Hardt (2)
A. E. Shirley (4)
Carl M. Williams (2)
W. E. Schwartz (2)

cc's made 3-25-74 and sent

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

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DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

NOTED
E. S. HUNTER

March 21, 1974

RECEIVED
MAR 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Road Design Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The following projects have been reviewed by the Wildlife Commission staff and comments to safeguard fish and wildlife developed.

Molalla River (Wrights) Bridge Section
Cascade Highway
Clackamas County
This project has been reviewed through the Fill/Removal permit system and comments are attached.

McKay Creek Bridge Section
SAS 401
Crook County
This project has been reviewed through the Fill/Removal permit system and comments are attached.

Foothill Drive Section
FAS 23-108
Malheur County
This project has been reviewed through the Fill/Removal permit system and comments are attached.

Bullards Bridge Section
Oregon Coast Highway
Coos County
We anticipate no adverse effects from this project.

Thomas Creek Bridge
Oregon Coast Highway
Curry County
We anticipate no adverse effects from this project.

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman
Fishery Biologist
Environmental Management

Attachments

cc FCO

pw

Date [illegible]

ORS 541.605 et seq.

County Clackamas

River Molalla

Name of Applicant O.S.H.D. Permit No 16

State Permit No. 1411

Corps of Engineers PN. No. ______

☑ new ☐ renewal

☐ 1. The Department of Environmental Quality
   ☐ a. has issued Waste Discharge Permit No. ______ for this project.
   ☐ b. will require a Waste Discharge Permit for this project.

☒ 2. The operation shall be conducted in a manner that will ~~behind a berm sufficient to isolate the operation from the free-flowing stream and~~ prevent any turbidity increase ☒ of 5 JTU's over background ☐ when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

☒ 3. ☒ a. The river shall not be diverted from its present channel.
   ☐ b. At the project's completion, the stream shall be
   ☐ PLACED IN A SINGLE CHANNEL ☐ RETURNED TO ITS ORIGINAL CHANNEL

☐ 4. All potholes or removal pits shall be ☐ LEVELED ☐ CONNECTED TO THE RIVER upon completion of a season's work or by ______.

☒ 5. ☐ DIKES SHALL BE CONSTRUCTED ☒ CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ☐ ___ GRASS ___ SHRUBS ___ TREES SHALL BE PLANTED prior to ______ in area of streambank disturbance to prevent abnormal erosion of streambanks.

☒ 6. No ☐ DIKE CONSTRUCTION ☐ CHANNEL CHANGE ☒ OPERATION OF EQUIPMENT shall be done in the active flowing stream from Sept 15 to July 1 without prior written approval from the Division of State Lands.

☐ 7. There shall be no ☐ REMOVAL ☐ FILLING in the permit area between the period of ______ without prior approval of the Division of State Lands or as outlined in the special conditions below.

☐ 8. Material shall not be removed to a depth greater than [______ feet ☐ ABOVE ☐ BELOW] the floor of the adjacent streambed.

☒ 9. Spoils, ~~stockpiles~~, and other ~~fill~~ waste materials shall be placed ☒ ABOVE THE BANKLINE ☐ BEYOND THE REACH OF FLOODING WATER ☐ ABOVE MEAN HIGHER HIGH WATER ☐ BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

☒ 10. DSL Retains the Right - - -

☐ 11. ______

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Oregon Wildlife

Date [illegible] 74

ORS 541.605 et seq.

County [illegible]

River [illegible]

Name of Applicant OSHD - [illegible]

State Permit No. 1437

Corps of Engineers PN. No. ____

☑ new ☐ renewal

☐ 1. The Department of Environmental Quality
  ☐ a. has issued Waste Discharge Permit No. ____ for this project.
  ☐ b. will require a Waste Discharge Permit for this project.

☑ 2. The operation shall be conducted ~~behind a berm~~ sufficient to ~~isolate the~~ Minimize ~~operation from the~~ free-flowing ~~stream and prevent~~ any turbidity increase.
☐ of 5 JTU's over background ☐ when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

☐ 3. ☐ a. The river shall not be diverted from its present channel.
  ☐ b. At the project's completion, the stream shall be
    ☐ PLACED IN A SINGLE CHANNEL ☐ RETURNED TO ITS ORIGINAL CHANNEL

☐ 4. All potholes or removal pits shall be ☐ LEVELED ☐ CONNECTED TO THE RIVER upon completion of a season's work or by ____.

☑ 5. ☐ DIKES SHALL BE CONSTRUCTED ☑ CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ☐ ___ GRASS ___ SHRUBS ___ TREES SHALL BE PLANTED prior to ____ in area of streambank disturbance to prevent abnormal erosion of streambanks.

☐ 6. No ☐ DIKE CONSTRUCTION ☐ CHANNEL CHANGE ☐ OPERATION OF EQUIPMENT shall be done in the active flowing stream from ____ without prior written approval from the Division of State Lands.

☐ 7. There shall be no ☐ REMOVAL ☐ FILLING in the permit area between the period of ____ without prior approval of the Division of State Lands or as outlined in the special conditions below.

☐ 8. Material shall not be removed to a depth greater than [____ feet ☐ ABOVE ☐ BELOW] the floor of the adjacent streambed.

☐ 9. Spoils, stockpiles, and other fill materials shall be placed ☐ ABOVE THE BANKLINE ☐ BEYOND THE REACH OF FLOODING WATER ☐ ABOVE MEAN HIGHER HIGH WATER ☐ BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

☑ 10. Activities in the active flowing stream should be limited to the low flow period.

☑ 11. DSL retains the right [illegible]

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Oregon Wildlife [illegible]

8005

cc: E. S. Hunter
L. W. [illegible]lien
W. J. [illegible]rt
Robert E. Royer
C. G. Swenson
F. E. Terpin
Edward L. Hardt (2)
A. E. Shirley (4)
Carl M. Williams (2)

cc's sent 3-20-74

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

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THOMAS E. KRUSE
State Fisheries Director

March 19, 1974

NOTED
E. S. HUNTER

RECEIVED
MAR 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Road Design Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

The following projects submitted to us for review have been examined. Our comments on fishery safeguards accompany each section below.

1. Molalla River (Wrights) Bridge Section
   Cascade Highway
   Clackamas County

   There are fall chinook and coho salmon and steelhead trout in the stream system. No work should be allowed in the stream after October 1 unless behind berms or cofferdams. Curing or waste water pumped out of the work area should not be discharged into the stream.

2. Bullards Bridge Section (Painting)
   Oregon Coast Highway
   Coos County

3. Thomas Creek Bridge (Painting)
   Oregon Coast Highway
   Curry County

   The Coquille River has clam beds downstream from Bullards Bridge as well as fish populations in the stream so maintaining water quality in the river during the duration of the contract is important.

Although Thomas Creek has no known anadromous or shellfishery it no doubt supports a resident fish population thus water standards should be maintained.

All paint used on both bridges must be of a nontoxic nature.

4. McKay Creek Bridge Section
FAS 401
Crook County

The proposal is above the reach of anadromous fish thus our main concern is protecting the stream from foreign material and providing water quality throughout the length of the contract.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission

MEMO TO FILES

March 12, 1974

Re: McKay Creek (McKay Creek Rd.) Br.
FAS 401
Crook County

Judge Joseph Mohan informed me today that it is the County's wish to furnish and install riprap for this project.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County & City Unit

HR:ljt

cc: Judge Joseph Mohan
E. S. Hunter
L. W. Rulien
C. G. Swenson
C. M. Williams, Region 4

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE R ☐

8005

5

MEMO TO FILES

March 7, 1974

NOTED
E. S. HUNTER

Re: McKay Creek Bridge Section
McKay Road, FAS 401
Crook County

Pursuant to Paragraph 6c of PPM 20-8, a public hearing is not required due to the following:

1. Additional right-of-way will not be required. It is proposed to construct a new structure within the existing right-of-way.
2. The project does not adversely affect the abutting property.
3. The project does not change the layout or function of connecting roads or the facility being improved. There are no connecting roads in the immediate vicinity and the existing road will retain its function as a two-lane, two-way facility.

Robt H Prange
Robert H. Prange
Rural Engineer
County & City Unit

RHP:ljt

cc: E. S. Hunter
L. W. Rulien

RECEIVED
MAR 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UFE ☐ [illegible] PE ☐ RPE ☐

8005

FORM E-30 80M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
February 20, 1974

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REGION IV BEND
FEB 21 1974
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☐
☐ FCE
☑ ROE
☐ RDE
☐ RTE
Assigned ______

To: Robert Sandmann
Regional Construction Engineer
Bend, Oregon 97701

SUBJECT:
Preliminary Plans
Detour structure
McKay Creek Bridge
Crook County
FAS 401

Returned herewith find one set of plans for the subject project. In review of these plans this office has the following comments.

1. The detour plan shows no provisions for signing. This may be on a separate sheet not included for review but signing should be incorporated into the plans.
2. The present roadbed is not of sufficient width to flair the guard rail ends as shown. In the removing of the detour a few cubic yards of material placed at the four guard rail ends would provide the required width. A statement of this work should be shown on the plans or mentioned in the Special Provisions.

W W Robertson
W. W. Robertson
Resident Engineer

January 29, 1974

Mr. Chet Christ
Crook County Roadmaster
Courthouse
Prineville, Oregon 97754

Re: McKay Creek (McKay Creek Road) Br.
FAS 401
Crook County

Dear Mr. Christ:

There is some confusion about the description for the temporary easement for the detour for this project. The problem seems to be the location of the southwest corner of Section 8. To make sure the area for the easement is covered would you please have the easement changed to be 800 feet in length instead of 600 feet.

Also, did the county get the additional 5 feet of right-of-way that was needed on each side of the existing roadway for the project that was proposed for this section and never contracted.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☐ [illegible] ☑ CE ☐ RE ☐ R/E ☐

Crook Co

RECEIVED
COUNTY & CITY SECTION
JAN 1 1 1974
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☐ CPE ☐ CE ☐ RE ☐ PPE ☐

T[illegible]PORARY EASEMENT FOR CONSTRUCTI

of

McKAY CREEK BRIDGE

Legal Description

Commencing at the SW corner of S. 8, T. 14S., R. 16 E.W.M.; thence North along said Section 8, a distance of 550' to a point on line with the McKay Road; thence East 30' to a point on line with the East R/W of McKay Road and Corner No. 1 of the following described temporary construction easement description; thence continuing East on tangent a distance of 70' to Corner No. 2; thence North parallel with the West line of Section 8, a distance of 600' to Corner No. 3; thence West a distance of 70' to Corner No. 4, said point being situated on the East R/W line of McKay Road and 30' East of the West line of Section 8.

The afore description is for the temporary use of a rectangular parcel of land containing a uniform width of 70' and a uniform length of 600' with opposite sides parallel, all in S. 8, T. 14S., R. 16 E.W.M., Crook County, Oregon.

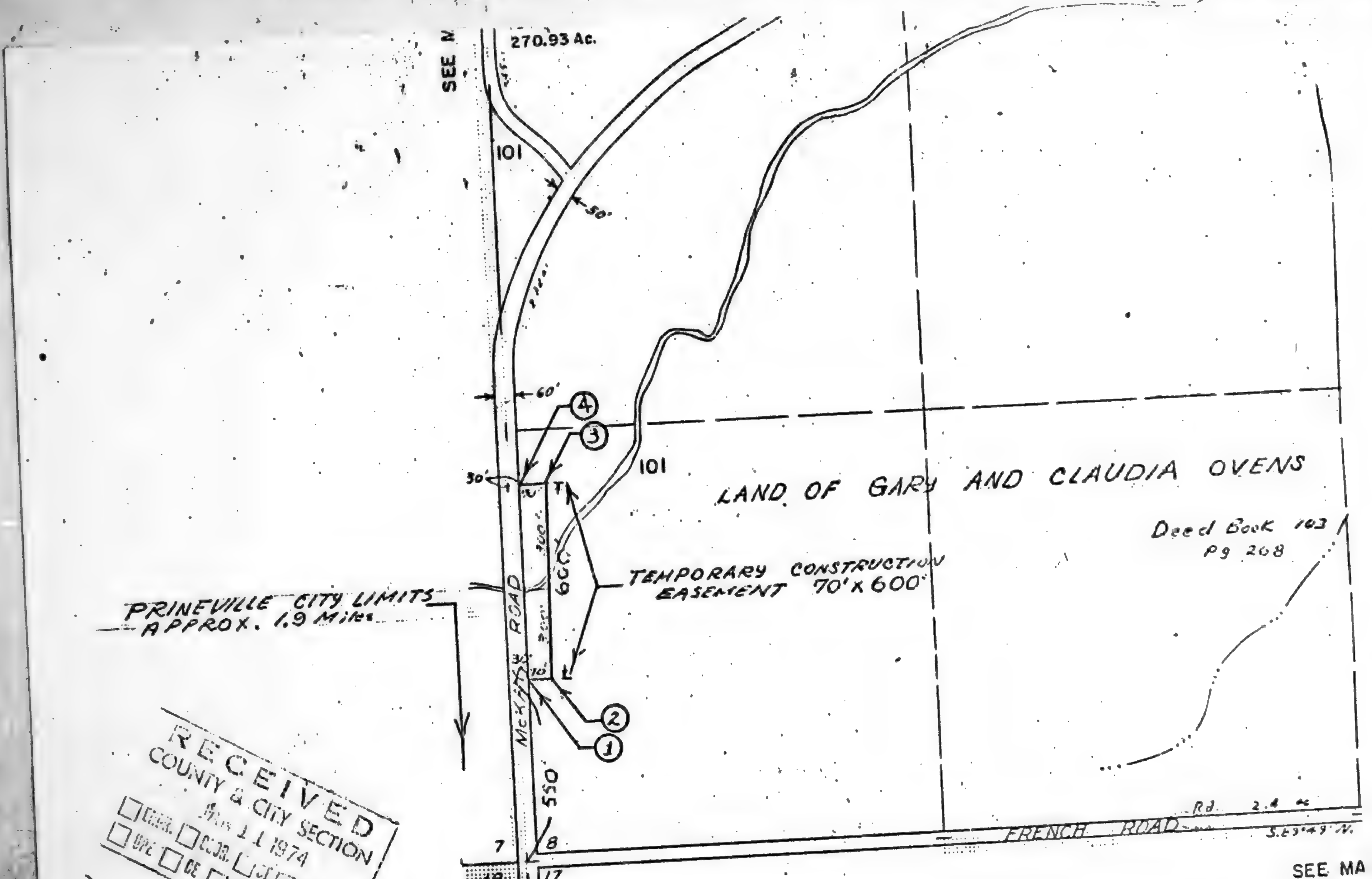
800'

REFERRED TO
WC [✓ Cole] Reed
Eriksen [✓ Sample]
Hager Watson
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

1 Vermaas U
2
3 Supt. T
Engineer
R. Office
Trust VA

RECEIVED
JAN 1 5 197
ROAD
SECTION

Requires Reply ☐
Requires Approval
Read and Keep
Return To
Other


SEE M
270.93 Ac.
101
50'
60'
④
③
30'
101
LAND OF GARY AND CLAUDIA OVENS
Deed Book 103
Pg 208
TEMPORARY CONSTRUCTION
EASEMENT 70'x 600'
600
PRINEVILLE CITY LIMITS
APPROX. 1.9 Miles
McKAY ROAD
30'
10'
②
①
550
7
8
18
17
FRENCH ROAD
Rd. 2.4 Ac
S.59°49'W.
SEE MA

RECEIVED
COUNTY & CITY SECTION
MAR 11 1974
☐ CHR. ☐ C.JR. ☐ JC ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

fas 401
Crook Co

FORM E-33 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1974

To: FILES

SUBJECT: McKay Creek Bridge Section
McKay Creek Road, FAS 401
Crook County

The proposed bridge project is located approximately 3.5 miles north of Prineville on McKay Creek Road. Present plans call for replacement of the existing 42-foot timber structure with a reinforced concrete bridge.

Hydrology

McKay Creek, a northeasterly tributary of Crooked River, has a drainage area of about 82 square miles at the proposed crossing. Major floods normally occur during the winter months from snowmelt augmented by rainfall.

The 1964 flood was the largest known flood of recent years. Water reached an elevation of 2978.6 feet at the structure and approximately 900 feet of roadway to the south was inundated with about one inch of water. Estimates of the magnitude of this flood are not possible because of insufficient hydrologic data in the basin; however, peak flows in other areas of the Deschutes River basin indicate that the 1964 flood had a recurrence frequency in excess of 50 years. Following are the estimated peak flows for the return frequencies shown:

10-year	1,350 cfs
25-year	1,900 cfs
50-year	2,350 cfs

A 50-year frequency flood has been selected for sizing the bridge opening for the McKay Creek crossing.

RECEIVED
COUNTY & CITY SECTION
JAN 22 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Flood History

Although the 1964 flood was the largest flood of known record, flooding in the vicinity of McKay Creek Bridge is not an unusual event. Water frequently inundates approximately 50 to 60 acres upstream from McKay Creek Road; however, most of this water originates from Old Dry Creek, a drainage of 16 square miles which crosses McKay Creek Road about 900 feet south of the bridge site. This minor drainage is confined to a small ditch along an intersecting east-west county road and crosses McKay Creek Road in a 48-inch CMP which the County Roadmaster indicates is too small. This culvert is scheduled for replacement with a larger facility. Water from McKay Creek has not posed a serious flood problem and is usually confined to the main channel. Following are estimated highwater elevations at the bridge for the flood frequencies indicated:

10-year	2,976.0
25-year	2,976.8
50-year	2,977.2

Existing Structure

The existing bridge is a 42-foot three-span wooden structure with timber pile bents. Bottom beam elevation is 2,977.3. Debris consisting of large juniper and pine trees become lodged against the bridge bents thus amplifying backwater heights.

Recommended Structure

Hydraulic analysis and historical evidence at this crossing indicate that the existing structure length is adequate to pass a 50-year flood without appreciable backwater if all bents are removed from the channel thus allowing free movement of flood waters and debris. The following table is a comparison of estimated backwater for the existing structure and a recommended 45-foot structure with vertical abutment. Backwater from debris was not considered but would increase these values especially in the case of the existing bridge.

Flood Frequency	Backwater	
	Old Bridge	New Bridge
10-year	0.35'	0.037'
25-year	0.48'	0.07'
50-year	0.57'	0.105'

From inspection of this table, it can be seen that removal of bents from the center of the channel will increase the hydraulic efficiency of the new structure.

Foundation Scour

Some local scour of the channel has been experienced at the center bents of the existing bridge. This problem should not occur with a clear span structure. If a shallow spread footing is used for the abutments and scour is anticipated, a 3-foot blanket of Class 700 riprap to minimize channel degradation could be used to line the channel bottom beneath the structure and for a minimum distance of 25 feet upstream and downstream.

Riprap

Riprap of Class 700 size should be used along the upstream embankment. This area has been subject to erosion and the County has used some riprap to arrest the problem.

Richard L. Lenz
Hydraulics Engineer

By S H Macnab
Stephen H. Macnab
Assistant Hydraulics Engineer

SHM:jp
cc: V.D. Wolfe
H.S. Cox
Walt Hart
R.C. Pool

HYDRAULIC DATA		
	Design Flood	Max.Flood yr (1964)
Discharge–c.f.s.	2,350 cfs	N.A.
Frequency–yrs	50 yrs	50 yr +
H.W. Elevation Natural Channel	2977.2 ft	2978.6 ft *
H.W. Elevation Channel Change		
Velocity – f.p.s.	Ave V= 11 fps	N.A.

NOTE FOR CANAL:

"Design Flood"= Design Flow

"Discharge" = Capacity

* 1964 highwater elevation is higher than normal stage for flood of that magnetude because of large accumulations of debris against existing structure which resulted in abnormal backwater.

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

McKay Creek Bridge Section
McKay Creek Road FAS 401
Crook County

COMPILED BY	DATE
Macnab	14 January 1974

fas 401
Crook Co

RECEIVED
COUNTY & CITY SECTION
JAN 11 1974
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

AGREEMENT FOR EASEMENT

This Agreement made and entered into this 10 day of January, 1974, by and between Circle H-O Ranch Inc., hereinafter called the First Party; and the County of Crook, hereinafter called the Second Party;

WITNESSETH: In consideration of the covenants herein contained to be kept and performed by the Second Party, the First Party does hereby grant an easement unto the Second Party and its contractor or the state's contractor the following described area situated in the County of Crook, State of Oregon, to wit:

> Commencing at the SW corner of Section 8, Township 14 South, Range 16 East Willamette Meridian; thence North along said Section 8, a distance of 550' to a point on a line with the McKay Road; thence East 30' to a point on the line with the East R/W of McKay Road and Corner No. 1 of the following described temporary contruction easement description; thence continuing East on a tangent a distance of 70' to corner No. 2; thence North parallel with the West line of Section 8, a distance of 600' to corner No. 3; thence West a distance of 70' to corner No. 4, said point being situated on the East R/W line of McKay Road and 30' East of the West line of Section 8.
>
> The afore description is for the temporary use of a rectangular parcel of land containing a uniform width of 70' and a uniform length of 600', with opposite sides parallel, all in Section 8, Township 14 South, Range 16 East Willamette Meridian, Crook County, Oregon.

on the property of the First Party for a period of twelve months from the date of signing of this Agreement for the purpose of providing a temporary construction easement during the reconstruction of the McKay Road Bridge.

The Second Party agrees to fence the above described construction easement and upon completion of the construction project to replace the fence on the First Party's land bordering McKay Road. The Second Party further agrees that the above described premises shall be leveled and filled so that the land approximates its condition prior to the use of the above described area for the construction easement.

made and entered into this 10 day of January, 1974, by and between Circle H-O Ranch Inc., hereinafter called the First Party; and the County of Crook, hereinafter called the Second Party;

WITNESSETH: In consideration of the covenants herein contained to be kept and performed by the Second Party, the First Party does hereby grant an easement unto the Second Party and its contractor or the state's contractor the following described area situated in the County of Crook, State of Oregon, to wit:

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The Second Party agrees to fence the above described construction easement and upon completion of the construction project to replace the fence on the First Party's land bordering McKay Road. The Second Party further agrees that the above described premises shall be leveled and filled so that the land approximates its condition prior to the use of the above described area for the construction easement.

Consideration for the above described Agreement shall be the amount of $1 in cash tender.

DATED this 2 day of January, 1974.

FIRST PARTY:

Claude Huliquette

Gary Owens

SECOND PARTY:

Joseph Mohan, County Judge

Joseph Stetinerg

Joe A. Cox

Page 2-and last- AGREEMENT FOR EASEMENT

DATED this 2 day of January, 1974.

FIRST PARTY:

Claude [illegible]

Gary Owens

SECOND PARTY:

Joseph McLean, County Judge

Joseph [illegible]

Joe A. Cox

Page 2-and last- AGREEMENT FOR EASEMENT

SALEM, OREGON
January 4, 1974

McKay Creek (McKay Creek Rd) Br.
FAS 401
Crook County

Mr. Victor Wolfe
Location Engineer

BUILDING

Attention Mr. P. L. Carstensen

The survey data for this project has been checked and is in agreement with the project as requested by the County and approved by the Oregon Transportation Commission, except a detour which has been included at the request of the County.

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

HR:ljt

Sent directly to Bridge Section
1/4/74 HR

☑ ENGR. ☑ [illegible] ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE R [illegible] ☒ RPE ☐

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1859

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
MRS. ALLEN BATEMAN, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

December 10, 1973

cc's sent 12-18-73

E.S. Hunter
L.H. Young
W.J. Hart
C.G. Swanson
F.E. Terpin
J.F. Putnam

NOTED
E. S. HUNTER

Mr. Victor D. Wolfe
Location Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Wolfe:

The Game Commission does not anticipate serious conflicts with aquatic resource from your proposed project near Prineville (McKay Creek Bridge Section-FAS 401 - Crook County). We would encourage the project be designed and work completed in a manner to minimize turbidity, insure adequate fish passage, and accommodate anticipated flood flows.

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

cc Fish Commission of Oregon

RECEIVED
DEC 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

11-73

McKay Creek (McKay Cr. Rd.)
Bridge Section
FAS 401
Crook County

NARRATIVE REPORT

On November 19th the Crook County proposed FAS project was amended to include a detour as another of the bid items at the request of Chet Christ, Crook County Roadmaster. Detour to be constructed and removed by the contractor. Crook County will provide subgrade materials (pit run gravel), obtain temporary easement, and install riprap after completion of structure. Contractor will furnish pipes and salvage same. Detour items were computed however are shown as lump sum. Page 272 of Manual on Uniform Traffic Control Devices 1971 (DOT/FHWA) was used to compute sign quantities.

Line bearing and highwater elevation were obtained from the McKay School - Grimes Road section plans (1965). This section was not constructed. It should be noted that the grade of the roadway decreases ahead (southerly) and that another watercourse (Dry Creek) effects the flood plain. At highwater (1964) the roadway was flooded.

The grade of the structure was controlled by existing roadway, however some surfacing at each end of structure will be required to eliminate shock loading (surfacing to be done by County).

Structure will carry one (1) utility (telephone-direct burial cable).

Waterflow in this stream is minimal from July 1st to November 1st.

Crook County will provide temporary fencing around the detour, and permanent fencing after removal of detour.

W. W. Robertson

W. W. Robertson
Res. Engr.

McKay Creek (McKay Cr. Rd.)
Bridge Section
Crook County
FAS 401
November 20, 1973

Memo to files:

A meeting was held with Chet Christ, Crook county roadmaster, Jerry Evans, property owner, Leo Goldsby and myself at the bridge site this P.M. Leo & I staked out the limits of the detour fill for the property owner and went over the necessary drainage to provide for irrigation runoff south of the creek on the east side of the county road. A 12 or 15 inch culvert pipe will be adaquate with approximately 100 feet of ditch to be constructed along the east toe of the detour fill slope.

I gave Chet Christ a copy of Memo to the files dtd Nov 19, 1973, standard detour signing (pg 272), rough cost estimate of the detour ($6,000), and a rough plan showing the proposed detour with slope lines, fence alignment, grades, etc.

The county road FAS-C project request was amended to have a contractor construct and remove a detour. The amendments were signed by Mr Christ and myself.

Mr Christ agreed with memo to files dtd Nov 19th and we discussed the Riprap - should it be done by county or contractor. Item to be done by county after completion of the project.

W W Robertson
W. W. Robertson
Res. Engr.

CC: J. F. Putnam

McKay Creek (McKay Cr. Rd.) Bridge Sec.
Crook County FAS 401
November 19, 1973

Memo to files:

Contacted Chet Christ, Crook County Roadmaster, and discussed the folling items on subject location project:

Crook County wishes the contract to provide a detour at the bridge site. Work to include the construction and removal of the embankment, signing, and drainage structure.

The county will make available to the contractor gravel materials located approximately ¼ mile north of the bridge site.

The county will make any necessary R/W negoitations and handle the required fencing for the detour.

The county would not require surfacing on the detour because the gravel materials set up very well, however in the event surfacing should be required the county would furnish and place same.

A 36 inch pipe, under the detour, would handle the water after July. The area is subject to heavy runoff until this time.

W W Robertson
W. W. Robertson
Res. Engr.

CC: J. F. Putnam

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

ion McKay Cr. (McKay Cr. Rd.) Bridge Section Unit ____

hway FAS 401 County Crook

ngth 250' Designer ____ Draftsman ____ Prefix 507-1479

ned ____ Title ____ Date ____

Grading & Drainage		$
Surfacing		$
Extra Work		
Flagging	$ 500.00	
Temp Erosion Control	500.00	
Total Extra Work		$ 1,000.00
TOTAL		$ 1,000.00
+ 20% Engineering and Contingencies		$ 7,600.00
Structures		
	$ 38,000.00	
Total Structures		$ 38,000.00
Right of Way		$
Total Estimated Cost		$ 46,600.00

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Mc Kay Cr. (McKay Cr. Rd.) Bridge Section ______ Unit ______
FAS 401 ______ County Crook ______ Prefix 507-1479
50' Designer ______ Draftsman ______ Date ______

Grading and Surfacing Items

tem	Unit	Net	10% Allow	Gross	Price	Amount
pilization	All					2,720.00
mp Protect & Direct Traffic	All					500.00
moval of Structures & Obstr	All					2,500.00
nstruct & Remove Detour	All					6,000.00
ructure Excavation	Cu. Yd.	40.5	4.5	45	5.00	225.00
rnish HP 10x42 Piling	Lin. Ft.	480	48	528	5.00	2,640.00
rive Steel Piling	Each	16		16	200.00	3,200.00
tructural Concrete	All					1,040.00
'x45-50' Prestressed Slabs	Each	7		7	1600.00	11,200.00
'x45-50' Prestressed Slabs	Each	2		2	1400.00	2,800.00
einforcemnt	All					500.00
etal Rail	Lin. Ft.	100	10	110	20.00	2,200.00
uardrail Type 3	Lin. Ft.	100	10	110	7.50	825.00
uardrail Type 2A	Lin. Ft.	300	30	330	5.00	1,650.00
				TOTAL		38,000.00

Total ______

8005

11-26-74

PREFIX NO. 507-1479

ADDENDUM "A" TO LOCATION PROSPECTUS
McKAY CREEK BRIDGE SECTION
McKAY CREEK ROAD FAS 401
CROOK COUNTY

The following addendum is submitted to revise the Location Prospectus concerning the abovementioned section:

PARAGRAPH 1 THROUGH 3: Correct as per original prospectus.

PARAGRAPH 4: Delete line 3 which reads: County to furnish detour and contractor is to remove and dispose of the existing bridge.

Substitute with: Contractor is to construct detour and remove and dispose of existing bridge.

PARAGRAPH 5 THROUGH 10: Correct as per original prospectus.

November 26, 1973

Oregon State Game Commission
Federal Highway Administration (3)
F.B. Klaboe
R.L. Schroeder
L.E. George
C.T. Keasey
J.H. Versteeg
L.H. Young
R.N. Chase
B.L. Gifford
J.D. McClure
R.E. Olson
R. Wellbrock
R.E. Royer
W.H. Tebeau
W.H. Wakerlig
F.W. Yarbrough (2)

Fish Commission of Oregon
J.F. Putnam (3)
E.S. Hunter
J.B. Boyd (3)
W.J. Hart (3)
D.H. Moehring
V.D. Wolfe
J.M. Cartwright (2)
H.S. Cox (2)
W.N. Hackleman
A.D. Olson
Roger Trigstad
J.A. Rowland
C.G. Swenson
F.E. Terpin
G.C. Wills

NOTED
E. S. HUNTER

RECEIVED
NOV 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FAS Crook

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Bend, Oregon, 97701

DATE November 21, 1973

TO H. S. Cox
County-City Engineer

J F Putnam

FROM J. F. Putnam
Regional Engineer

SUBJECT McKay Creek (McKay Creek Road) Bridge Section

Resident Engineer, W. Robertson contacted Mr. Chet Christ, Crook County Roadmaster, regarding the need for a detour on subject project. As there was some confusion in the County Request Form, we felt it necessary to contact them to make sure what their desires were. They definitely state that they desire a detour around the construction site, so we are including it in our plans.

I am attaching a Memo to the Files from Mr. Robertson, Page 4 of the County form, and the cover sheet of the proposed FAS Project, showing changes which were made on these documents.

Mr. Christ corrected his copies in the presence of Mr. Robertson.

JFP:pw
Enc.
cc: W. Robertson

RECEIVED
COUNTY & CITY SECTION
NOV 23 1973
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Corrected Nov 20 1973
Chet Christ

CROOK COUNTY
Proposed FAS Project

FAS 401: McKay Creek (McKay Creek Road) Bridge Section. Structure only, $50,000.

Construct a reinforced concrete bridge with a 32-foot roadway. ~~Other roads will be used as detour.~~ Contractor is to remove and dispose of the existing bridge. Utilities are to be provided for our bridge.

State to make survey and plans.

County will construct the approaches and connections. County will also do any necessary riprapping.

RECEIVED
COUNTY & CITY SECTION
NOV 23 1973
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE ☐
UPE ☐ CE ☐ RE ☐ RPE ☐

73-c
10/9/73

7. Are sidewalks desired?
Upstream_____ Downstream_____ Width_____ Yes_____ No ✓

8. Does County wish a particular type of bridge design? Yes ✓ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Piling - Concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No ✓
Explain_____

10. Foundation Testing: By County? Yes_____ No ✓
By State? Yes ✓ No_____

11. Will County close road during construction? Yes_____ No ✓

12. Can presently established road be used as detour? Yes X No X

13. Must a new detour be constructed? Yes X No X

14. Will detour be constructed & maintained by County? Yes_____ No ✓

15. Will detour be constructed & maintained by Contractor? Yes ✓ if necessary No_____

16. Will County sign project outside work area during construction?
Yes_____ No ✓

17. Will Contractor sign project outside work area during construction?
Yes ✓ No_____

18. Approaches or Connections by County Yes ✓ No_____
by Contractor Yes_____ No ✓
Traveled surface: Type Oil Mat Width 22'
Shoulder surface: Type Pit run Rock Width 3'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No ✓

N.W. quadrant distance from structure_____
N.E. quadrant distance from structure_____
S.W. quadrant distance from structure_____
S.E. quadrant distance from structure_____

McKay Creek (McKay Cr. Rd.) Bridge Sec.
Crook County FAS 401
November 19, 1973

Memo to files:

Contacted Chet Christ, Crook County Roadmaster, and discussed the folling items on subject location project:

Crook County wishes the contract to provide a detour at the bridge site. Work to include the construction and removal of the embankment, signing, and drainage structure.

The county will make available to the contractor gravel materials located approximately ¼ mile north of the bridge site.

The county will make any necessary R/W negoitations and handle the required fencing for the detour.

The county would not require surfacing on the detour because the gravel materials set up very well, however in the event surfacing should be required the county would furnish and place same.

A 36 inch pipe, under the detour, would handle the water after July. The area is subject to heavy runoff until this time.

W W Robertson
W. W. Robertson
Res. Engr.

CC: J. F. Putnam ✓

8005

11-19-73

PREFIX NO. 507-1479

LOCATION PROSPECTUS
McKAY CREEK BRIDGE SECTION
McKAY CREEK ROAD - FAS 401
CROOK COUNTY

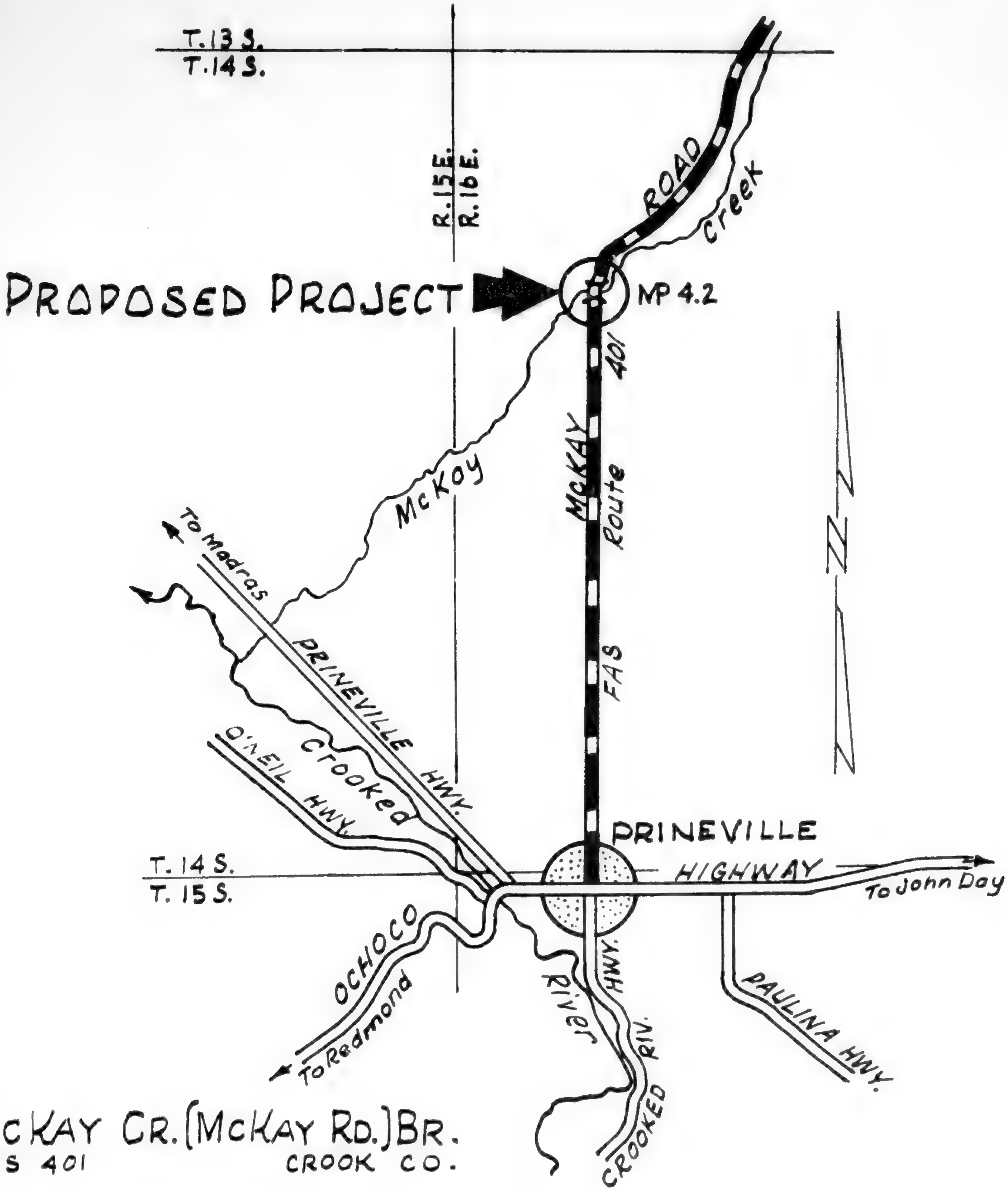
HIGHWAY:	McKay Creek Road; Federal-aid Secondary No. 401.
TERMINI:	4.2 miles north of Prineville on McKay Creek Road.
PROGRAM:	1974 FAS-C Funds.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for construction of a reinforced concrete bridge. County to furnish detour and contractor is to remove and dispose of the existing bridge. The County will construct the approaches and connections and do any necessary riprapping.
TYPICAL SECTION:	12-foot lanes and 4-foot shoulders.
ACCESS:	Under County jurisdiction.
BRIDGE:	32-foot horizontal clearance.
MATERIAL:	Commercial or County sources.
AGREEMENTS:	Routine utility adjustments.
PARKS:	None.

NOTED
E. S. HUNTER

November 19, 1973
Attach

cc: Oregon State Game Commission
Federal Highway Administration (3)
F.B. Klaboe
R.L. Schroeder
L.E. George
C.T. Keasey
J.H. Versteeg
L.H. Young
R.N. Chase
B.L. Gifford
A.D. Olson
Roger Trigstad
J.A. Rowland
C.G. Swenson
F.E. Terpin
G.C. Wills
Fish Commission of Oregon
J.F. Putnam (3)
E.S. Hunter
J.B. Boyd (3)
W.J. Hart (3)
D.H. Moehring
V.D. Wolfe
J.M. Cartwright (2)
H.S. Cox (2)
W.N. Hackleman
R.E. Olson
R. Wellbrock
R.E. Royer
W.H. Tebeau
W.H. Wakerlig
F.W. Yarbrough (2)

RECEIVED
NOV 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER


T.13 S.
T.14 S.
R.15 E.
R.16 E.
PROPOSED PROJECT
MP 4.2
ROAD
Creek
McKoy
McKAY
401
Route
FAS
To Madras
PRINEVILLE HWY.
Crooked
O'NEIL HWY.
PRINEVILLE
HIGHWAY
To John Day
T. 14 S.
T. 15 S.
OCHOCO
To Redmond
River
HWY.
CROOKED RIV.
PAULINA HWY.
N

McKAY CR. (McKAY RD.) BR.
FAS 401 CROOK CO.

8C05

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 18, 1973

Hon. Joseph Mohan
Crook County Judge
Courthouse
Prineville, Oregon 97754

McKay Creek Bridge
FAS 401

Dear Joe;

I have cleared with our administration and office engineering your request for the McKay Creek Bridge project. Your application for this project will go before the Transportation Commission October 24, 1973, and if it is approved, this office will promptly notify the region office in Bend so that arrangements for a survey can be made for the coming winter months.

This office will tentatively schedule McKay Creek Bridge letting for May, 1974.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:mm

cc: R. L. Schroeder
L. H. Young
Walter J. Hart
J. F. Putnam

RECEIVED
OCT 18 1973
Office of
Assistant State Highway Engineer

8005

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 17, 1973

TO Oregon Transportation Commission

ORIGINAL SIGNED BY
A. E. JOHNSON

FROM A. E. Johnson
Acting State Highway Engineer

4K

SUBJECT Proposed FAS-C Projects
Proposed FAS-C Cancellation

The accompanying tabulations describe six proposed Federal-Aid Secondary projects--one each in Baker, Crook, Deschutes and Jefferson Counties, and two projects in Malheur County, along with a request for the cancellation of a project in Coos County.

The project requested by Baker County is for grading, pavir and the widening of three structures on the Chandler Ranch-Powder River Section of FAS 01-106. The FAS funds required for this project are estimated to be $275,000, of which $34,375 will be the cost to the State.

Crook County is requesting the replacement of a bridge over McKay Creek on McKay Creek Road on FAS 401. This bridge is approximately five miles north of Prineville and is estimated to cost approximately $50,000, of which $6,250 will be the cost to the State.

The request by Deschutes County is to replace the Burgess Bridge over the Little Deschutes River on FAS 555. The estimated cost of this project is approximately $100,000, of which $12,500 will be the cost to the State.

Jefferson County is requesting the replacement of a bridge over Willow Creek on "C" Street in the city of Madras on

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FAS 16-108. The estimated cost of this project is approximately $100,000, of which $12,500 will be the cost to the State. The county's share of this project is to be made up by the City of Madras' $25,000 SCA funds.

The two projects requested by Malheur County are for bridges on Foothill Drive, FAS 23-108; one being over Willow Creek and the other over a drainage ditch. The estimated cost of these structures is approximately $70,000, of which $8,750 will be the cost to the State.

Coos County is requesting the cancellation of the Chandler-Landrith Bridge Section on FAS 255. The County has decided to replace the Landrith Bridge instead of improving this section of roadway.

These matters will be on the agenda for the October 24 meeting and I recommend their approval.

Attachments

bc C. W. Head
George Baldwin
F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
H. S. Cox
Walter Hart
L. H. Young
Vern Skoog
Gary Sund
Robert Whipps

HR:ljt ja

~~PROPOSED~~ FISCAL YEARS 1973 & 1974 COUNTY FAS PROJECTS

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT	STATE SHARE
BAKER	01-106	Chandler Ranch-Powder River Section, Chandler Lane. Structure, grade and pave.	$ 275,000	$34,375
CROOK	401	McKay Creek (McKay Creek Road) Bridge Section.	50,000	6,250
DESCHUTES	555	Little Deschutes River (Burgess) Bridge Section.	100,000	12,500
JEFFERSON	16-108	Willow Creek (2nd Street - Madras) Bridge Section. Structure and approaches.	100,000	12,500
MALHEUR	23-108	Drain Ditch (Foothill Drive) Bridge Section. Structure, grade and surface.	40,000	5,000
MALHEUR	23-108	Willow Creek (Foothill Drive) Bridge Section. Structure and approaches.	30,000	3,750
		TOTAL NEW PROJECTS	$595,000	$74,375

Copy

CANCELLATION OF PREVIOUSLY APPROVED PROJECT:

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMED AMOUNT
COOS	255	Chandler-Landrith Bridge Section. S. Coos River. Grade, base and pave. Transfer of Federal funds - $26,882. $26,882 Federal funds equals $36,000 FAS funds.	$400,000
		TOTAL CANCELLATION	$400,000
		ADJUSTED TOTAL NEW PROJECTS	$195,000

(County [illegible] to [illegible] with Bridge [illegible] instead of [illegible])

SUMMARY BY FISCAL YEARS	1973	1974	TOTAL
Allocated funds	5,090,000	4,108,000	9,198,000
Approved Projects (corrected to date)	5,090,000	639,000	5,729,000
Unprogramed Balance	--	3,469,000	3,469,000
Projects Proposed - 10/24/73	--	195,000	195,000
Transferred FAS funds	--	36,000	36,000
Unprogramed Balance	--	3,238,000	3,238,000

73-c
10/12/73

10-9-73

CROOK COUNTY
Proposed FAS Project

FAS 401: McKay Creek (McKay Creek Road) Bridge Section. Structure only, $50,000.

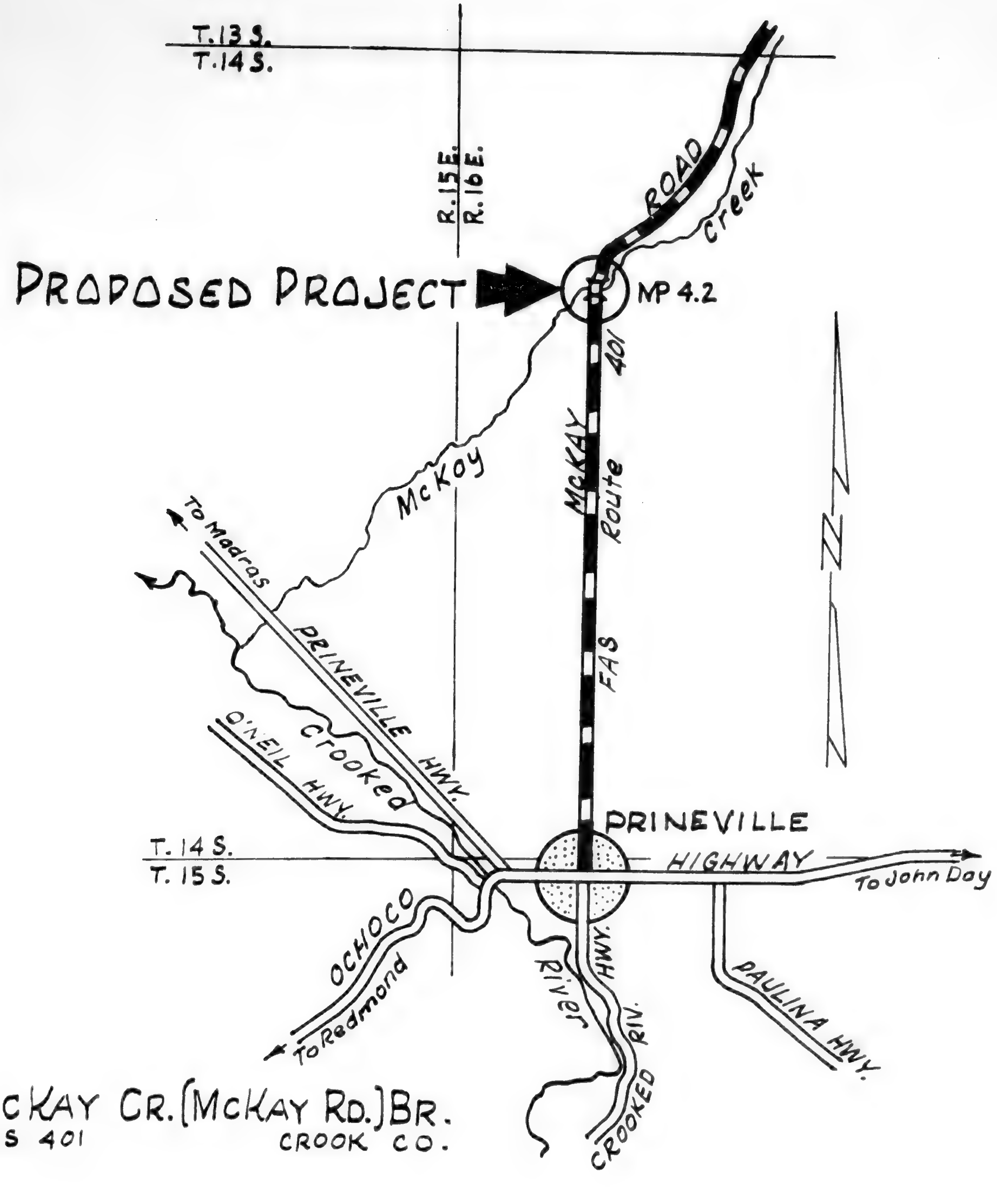
Construct a reinforced concrete bridge with a 32-foot roadway. Other roads will be used as detour. Contractor is to remove and dispose of the existing bridge. Utilities are to be provided for our bridge.

State to make survey and plans.

County will construct the approaches and connections. County will also do any necessary riprapping.

APPROVED [illegible]

73-c
10/9/73


T.13 S.
T.14 S.
R.15 E.
R.16 E.
PROPOSED PROJECT
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ROAD
Creek
McKay
McKAY
Route
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To Madras
PRINEVILLE HWY.
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O'NEIL HWY.
PRINEVILLE
HIGHWAY
To John Day
T.14 S.
T.15 S.
OCHOCO
To Redmond
River
HWY.
CROOKED RIV.
PAULINA HWY.
N

McKAY CR. (McKAY RD.) BR.
FAS 401
CROOK CO.

JOSEPH M. MOHAN, JUDGE
[redacted]
JOSEPH STAHANCYK, COMMISSIONER
JOE A. COX, COMMISSIONER

August 28, 1973

Mr. James Gix
Bridge Replacement Program
State Highway Division
Highway Building
Salem, OR 97310

RE: McKay Creek Rd Bridge

Dear Mr. Gix:

Please refer to the enclosed copy of the June 27 letter from H. S. Cox, County and City Engineer for the State Highway Division. We have mailed to him the project request forms, and it is our understanding that we are to mail the Bridge Inspection Report to you. A copy of this inspection report is being mailed to Mr. Cox also.

Please contact us if you need additional information.

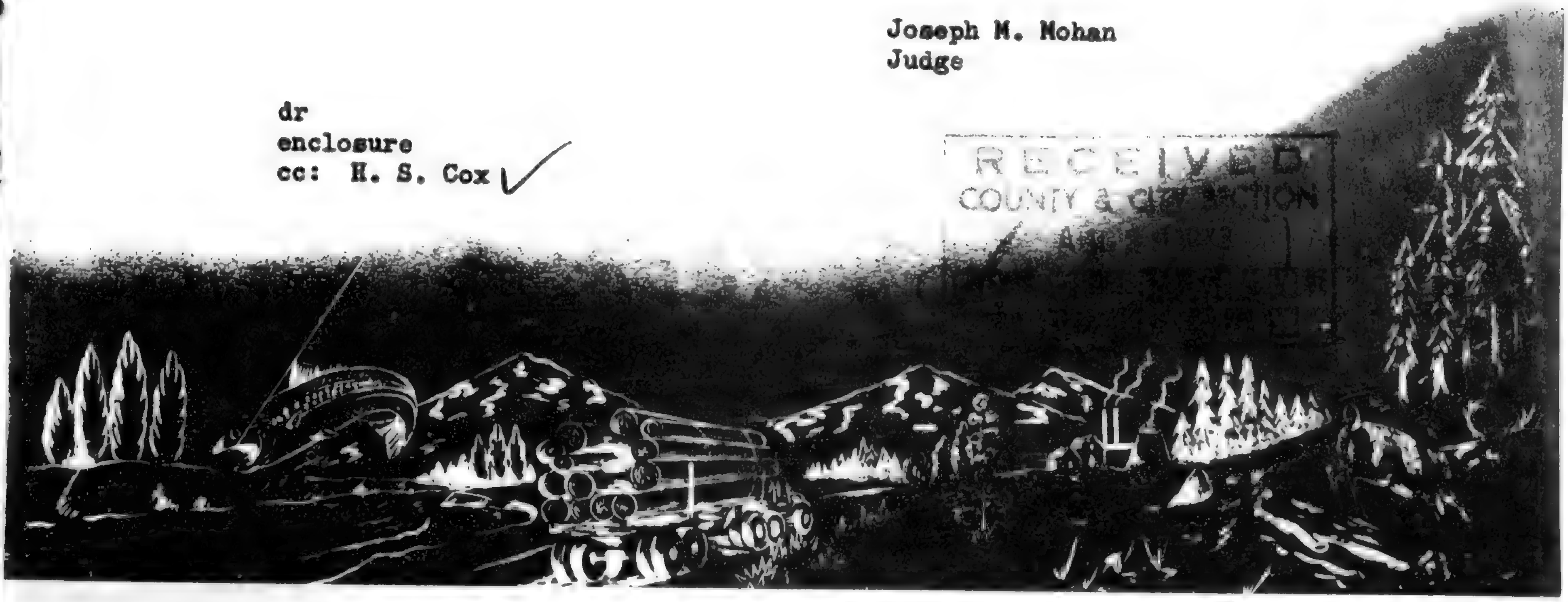
Sincerely yours,

CROOK COUNTY COURT

Joseph M. Mohan
Judge

dr
enclosure
cc: H. S. Cox ✓

RECEIVED
COUNTY & CITY SECTION
AUG [illegible]



FORM E-664 (3-71)

OREGON STATE HIGHWAY DIVISION August 1973

BRIDGE INSPECTION REPORT

BRIDGE TYPE Timber NAME McKay Road Bridge HWY. NO. ____ MILE POST 4.37
CROSSING (OVER, UNDER) O COUNTY Crook FAP NO. 401 BRIDGE NO. 15497
DISTRICT 10 YEAR BUILT 1956 PHOTOS 4s DATE Aug 13, 1973 INSPECTOR

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating
1. Abutments - Wings	5
Backwall	5
Footing	NA
Piles	3
Erosion	7
Settlement	6
2. Piers or Bents - Caps	6
Column	NA
Footing	NA
Piles	3
Scour	7
Settlement	7
3. Pile Bents	3
4. Concrete Cracking or Spalling	NA
5. Steel Corrosion	NA
6. Timber Decay, etc.	3
7. Debris on Seats	6
8. Paint	NA
9. Collision Damage	NA
INSPECTOR'S CONDITION RATING (60)	
CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	7
2. Embankment Erosion	7
3. Drift	NA
4. Vegetation	NA
5. Channel Change	8
6. Fender System	NA
7. Spur Dikes & Jetties	NA
8. Riprap	7
9. Adequacy of Opening	6
INSPECTOR'S CONDITION RATING (61)	

SUPERSTRUCTURE (59)	Condition Rating
1. Bearing Devices	6
2. Stringers	7
3. Girder or Beams	NA
4. Floor Beams Decking	7
5. Trusses - General	NA
Portals	NA
Bracing	NA
6. Paint	5
7. Machinery (Movable Spans)	NA
8. Rivets or Bolts	5
9. Welds - Cracks	NA
10. Rust	NA
11. Timber Decay	6
12. Concrete Cracking	NA
13. Collision Damage	NA
14. Deflection under Load	6
15. Alignment of Members	6
16. Vibrations under Load	6
INSPECTOR'S CONDITION RATING (59)	
CULVERTS & RETAIN. WALLS (62)	
1. Barrel	NA
Concrete	
Steel	
Timber	
2. Headwall	
3. Cutoff Wall	
4. Adequacy	
5. Debris	NA
INSPECTOR'S CONDITION RATING (62)	

DECK (58)	Condition Rating
1. Wearing Surface Asphalt Surfacing	7
2. Deck - Structural Condition	7
3. Curbs	3
4. Median Guard rail	3
5. Sidewalks	NA
6. Parapet	NA
7. Railing	NA
8. Paint	3
9. Drains	NA
10. Lighting Standards	
11. Utilities	
12. Joint Leakage	
13. Expansion Joints or Devices	
14. Record Elevations:	
Gutterline @ ℄ Bearings	
@ ℄ Spans	NA
INSPECTOR'S CONDITION RATING (58)	
APPROACH ALIGNMENT (65)	
1. Alignment	7
2. Approach Slab	NA
3. Relief Joints	NA
4. Approach - Guardrail	None
Pavement	7
Embankment	7
INSPECTOR'S CONDITION RATING (65)	
RATED LOADING (66)	
1. Posted Loading	5T.
2. Legibility	6
3. Visibility	3
INSPECTOR'S CONDITION RATING (66)	

See attached Sheets for additional data.

REMARKS (Key-in to section and number above)

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

Pile Bent #1 South side, inaccessible, in state of failure, Shoring & mud sills in place.
Pile Bents #2-3 & 4 Show advanced rot at or above water or ground line
Pile Caps & stringers, in fair condition,
Posted loading sign at 5 Tons, adequate for light local traffic, larger signs needed
& to be placed 300'-500' from bridge
District Bridge Engr. for State Hwy. Dept. should be notified immediately of Bridge Condition.

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLETE
		Maintenance	Betterment	

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.

Aug. 1973

Sheet 1

BRIDGE INVENTORY

ALL CARD I.D.

Card No. . . . . 8. Bridge No. 1 5 4 9 7 6

1 7

IDENTIFICATION

1. State 8 4 8 10
2. Highway District 0 1 0
3. County 0 0 4
4. City/Town 0 0 0 0 19
5. Inventory Route 2 22

First Digit:	*1 Principal Route*	*2 Other*		
Second Digit:	*1 Interstate* *2 US Route*	*3 State Hwy.* *4 County or Sec.*	*5 City St.* *8 Other*	4
Third Digit:	*0 N.A.* *1 Main Line* *2 Alternate* *3 By-Pass*	*4 Spur* *5 Toll Roads* *6 Business* *7 Ramp or Wye*	*8 Service Road* *9 Truck Route*	0
Next 5 Digits:	*Route No.*			0 0 7 1 7 27
Last Digit:	*0 N.A.* *1 North*	*2 East* *3 South*	*4 West*	0 28

6. Feature Intersected Mc Kay Creek
7. Facility Carried by Structure None
9. Location (Narrative Description) 0.15 Mi North of French Rd & McKay Rd Intersection
10. Highway Number . . . .
11. Milepost - F.A.S. or State Log . . . .
12. Road Section No. (D.O.D. Bridge Log) 4 3 5 37
13. Defense Bridge Letter (D.O.D. Bridge Log) 0 0 0 0
14. Defense Milepoint 0 0
15. Defense Section Length 0 0 0 0 0 48
16. Latitude (Damage Assessment - Pre-attack Input) 0 0 0
17. Longitude (Damage Assessment - Pre-attack Input) 0 0 0 0 0

0 0 0 0 0 0 62

18. Physical Vulnerability 1

1 Timber Trestle	*5 Suspension*	*8 Box Culvert*
2 Concrete Girder	*6 R.C. Arch*	*9 Tunnels*
3 Steel Girder	*7 Dam Bridge*	*0 No Structure*
4 Cant. & Truss		

19. By-Pass Detour Length 0 8 65
20. Toll 3

1 Toll Bridge *2 On Toll Road* *3 On Free Road*

21. Custodian 3

1 State Hwy.	*4 City, Local*	*7 Other Private*
2 Other State Agency	*5 Federal*	*8 Combination*
3 County	*6 Railroad*	*9 Unknown*

22. Owner (Code as in Item 21 & List) Creek County 3 67
23. Federal Aid Project Number

CLASSIFICATION

24. Federal Aid System 0 7 70

01 Int., rural, open to traffic	*05 FA Sec. rural, State juris.*	*09 Other State Hwys., rural (non-FA)*
02 Int., urban, open to traffic	*06 FA Sec. urban, State juris.*	*10 Other State Hwys., urban (non-FA)*
03 Other FA primary, rural	*07 FA Sec. rural, local juris.*	*11 Local rural roads*
04 Other FA primary, urban	*08 FA Sec. urban, local juris.*	*12 Local city streets*

25. Administrative Jurisdiction 4

1 State *2 Federal* *3 Toll* *4 Other, Incl. County & Local* *5 New*

26. Functional Classification 0 4 73

Population	URBAN CODE				FUNCTIONAL SYSTEM	RURAL CODE
		10-25	25-50	50+		
	11	21	31	41	Interstate	01
	-	-	-	-	Other Fwy. & Expressway	-
	12	22	32	42	Other Principal Arterial	02
	13	23	33	43	Minor Arterial	03
	-	-	-	-	Collector	-
	14	24	34	44	Major	04
	15	25	35	45	Minor	05

Sheet 3

BRIDGE INVENTORY Aug. 1973

ALL CARD I.D.

8. Bridge No. 15497

CONDITION

Items 58-65, w/exc. of 63 & 64, will be coded with a 1-digit code that indicates the condition rating for these items as listed below.

0 *Bridge conditions beyond repair, danger of immediate collapse*
1 *Bridge repairable, if desirable to reopen to traffic*
2 *Inadequacy to tolerate any live load, warrants CLOSING bridge to all traffic*
3 *Inadequacy to tolerate present heavy load, warrants CLOSING bridge to trucks*
4 *Minimum adequacy to tolerate present traffic, IMMEDIATE rehabilitation necessary to keep open*
5 *Major repairs, contract needs to be let*
6 *Major items in need of repair by maint. forces*
7 *Minor items in need of repair by maint. forces*
8 *Good Condition, No repair necessary*
9 *New Condition*

Deck 4 22
Superstructure 4
Substructure 3
Channel and Channel Protection 7
Culverts and Retaining Walls 7 26
Estimated Remaining Life 00
Operating Rating - Section 4.1 of AASHO Manual 105 29

First Digit 1 *H. Truck* 4 *Type 3* 7 *Cooper E*
2 *HS Truck* 5 *3S Semi-T* 8 *Ped or Special*
3 *Alt. Intstate* 6 *3.3 Trailer* 9 *Gross Load*

Approach Roadway Alignment 7
Rated Loading (Code as in 64) . . . Present Posted Loading 5 Tons . . . 053 33

APPRAISAL

Items 67-72 Coded with 1-Digit Code as Below:

0 *Immediate replacement to put back in service*
1 *Immediate repairs to put back in service*
2 *Basically intolerable condition requiring high priority replacement*
3 *Basically intolerable condition requiring high priority repairs*
4 *Conditions meeting minimum tolerable limits to be left in place*
5 *Conditions better than minimum tolerable*
6 *Condition equal to present minimum criteria*
7 *Condition better than present minimum criteria*
8 *Conditions equal to present desirable criteria*
9 *Conditions superior to present desirable criteria*

67. Structural Condition (List Deficiencies) Timber Decay 2
68. Deck Geometry 4
69. Underclearances 6 36
70. Safe Load Capacity (List Deficiencies) ________ 3
71. Waterway Adequacy (List Deficiencies) ________ 6
72. Approach Alignment Adequacy 4 39

PROPOSED IMPROVEMENTS

Items 76-82 Code Zeroes if not Applicable.

73. Year Needed and Completed - 1st 2 Digits Needed, Last 2 Completed 7373 43
74. Type of Service (Code as in Item 42) 1
75. Type of Work (Code as Below) 31 46

30 *Widening Exist. Bridge or other major str.* 33 *Const. or improvement of minor str.* 36 *Strengthening*
31 *Replacement of bridge or other major str.* 34 *Const. of pedestrian bridge* 37 *Rehabilitation*
32 *Const. of new bridge or major str.* 35 *Other structure work*

Proposed Work Code 1 *Contract* 2 *Force Account* 1

76. Length of Improvement (Code to Nearest Foot) 00043 52
77. Proposed Design Loading Improvement (Code as in Item 31) 5
78. Proposed Roadway Width, Curb to Curb Nearest Foot New Roadway 0032
79. Proposed Number of Lanes (Code 0 if N.A.) 02 59
80. Design ADT (Code as in Item 29, 0 if N.A.) 00700
81. Year of Est. ADT (Code Last 2 Digits of Year on ADT Item 80) . . . . . . ☐☐
82. Year of Proposed Adjacent Roadway Improvements 00
83. Type of Proposed Adjacent Roadway Improvements 0 69

0 *N.A.* 2 *Reconstruction* 4 *Shoulder*
1 *Resurface* 3 *Widening* 5 *Other*

Card No. 4 7
84. Cost of Improvements (Code to Nearest Thousands of Dollars) . . . . . . ☐☐☐☐☐ 12

MAINT. MANAGEMENT

85. Year Last Major Maintenance 00
86. Item Repaired Last Major Maintenance (Items 58-62) 73 16
87. Estimated Cost Necessary Maintenance (Code to Nearest Dollar) . . . . . . ☐☐☐☐☐☐
88. Inspection Frequency, First 2 Digits Year Set . . . . . . ☐☐☐ 25

Last Digit: 1 *Quarterly* 3 *Bi-Annual* 5 *Annual*
2 *Semi-Annual* 4 *Special*

89. Paint Program: (First 2 Digits Last Year Painted - Last 2 Digits Year Needed) . . . . . . ☐☐73 29
90. Priority No. Replacement 01 31

BRIDGE # 15497

Aug. 13, 1973

NOTES ON DECAY IN TIMBERS

Bent 1. Not accessible - drilled Piling on East side
Cross-section shows rotten condition Through Pile

Bent 2. all piling show rotten condition through piles
10" above water Line

Bent 3 all piling show rotten condition through Piles
10" above ground

Bent 4. all piling show rotten condition through Piles
10" above ground.

South & North Bulkheads & associated piles show
advanced rotten sections.

12"x12" Caps random drilling show No rot, except westend bent #3,
shows twisting & longitudinal cracks

8"x16" STRINGERS Random Drilling Shows No rot except outside stringer
on North End, Dry rot found here.
Stringers show Longitudinal Stress Cracks

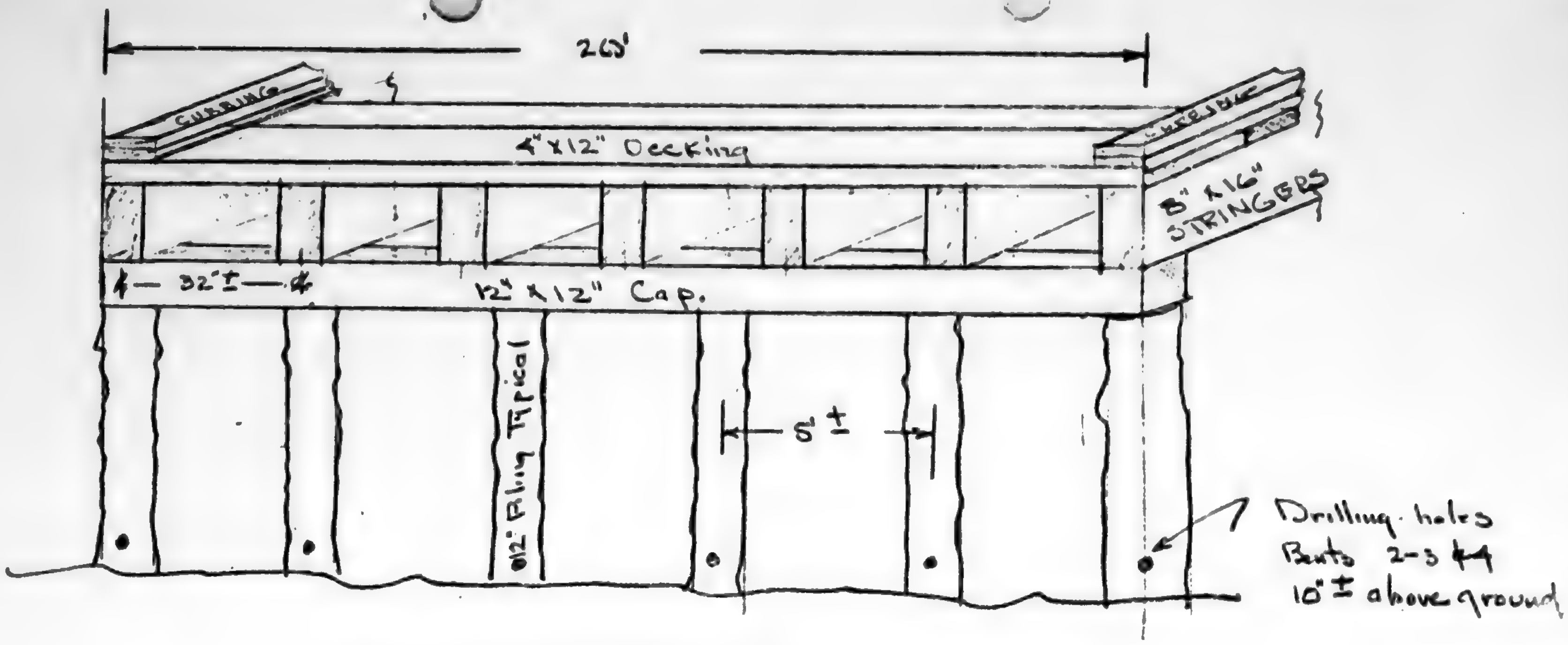
Bent #1 in advanced stage of Collapse & shored at present by
new timbering.

Bents #1 & 2 Piling are not plumb & cross bracing in poor condition

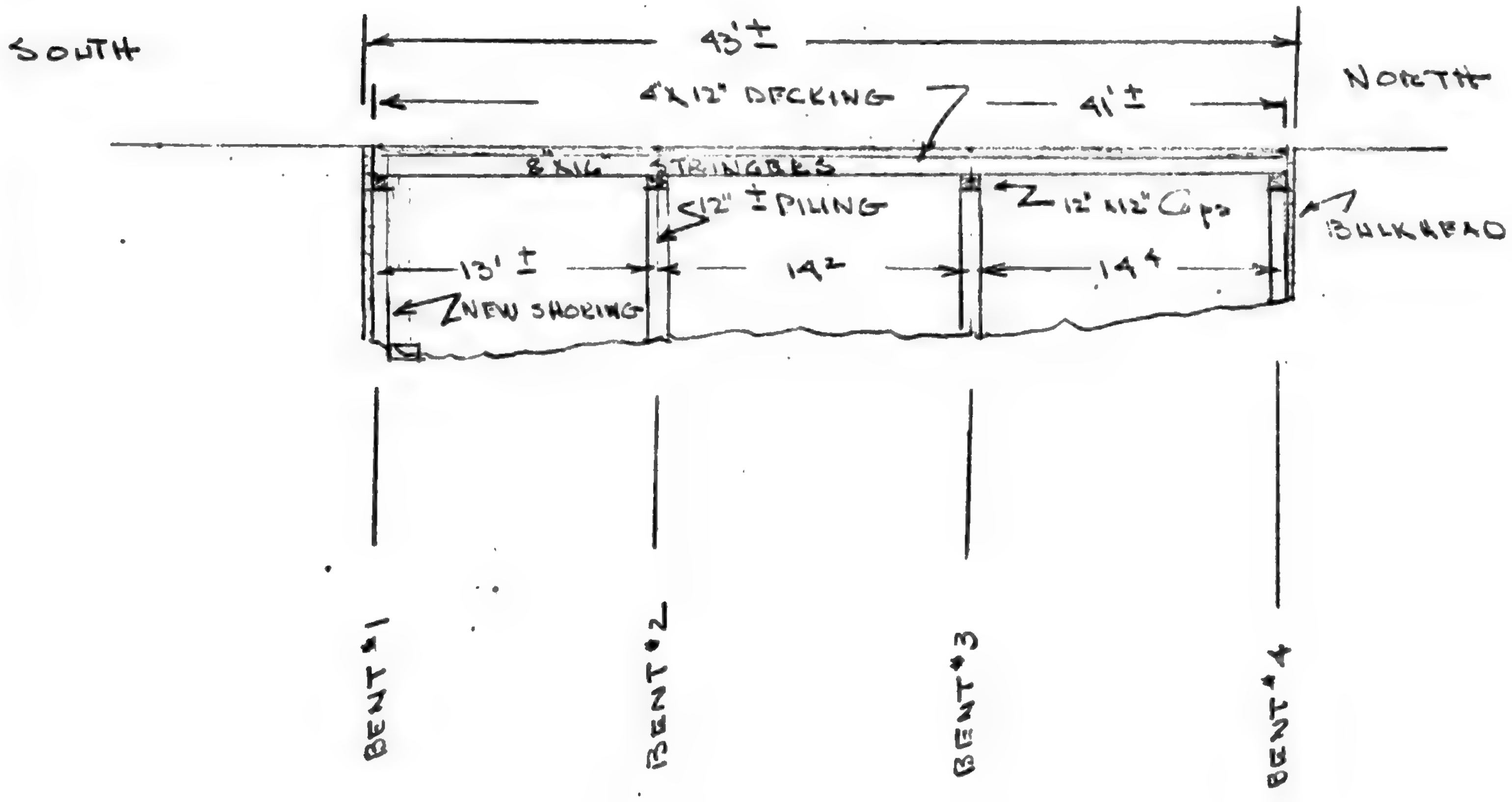
Recommendations
Limit loads to present posting of 5 tons for light local traffic
Make weekly inspections on pilings
Plan for replacement of Bridge, or replace piling & rebuild
superstructure.

BRIDGE # 15497

Aug. 13, 1973


26'
CURBING
CURBING
4"X12" Decking
8"X16" STRINGERS
℄ — 32"± — ℄
12"X12" Cap.
Ø12" Piling Typical
5'±
Drilling holes
Bents 2-3 & 4
10"± above ground

CROSS SECTION — TYPICAL BENT
SCALE 1" = 40'


SOUTH
NORTH
43'±
4"X12" DECKING
41'±
8"X16" STRINGERS
12"± PILING
12"X12" Caps
BULKHEAD
13'±
14²
14⁴
NEW SHORING
BENT #1
BENT #2
BENT #3
BENT #4

SOUTH-NORTH BRIGE SECTION

Crook
FAS

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County C Rook FAS No. 401✓ Date 7/18/73
County Road Name McKay
Section Name
Type of Project BRIDGE ~~REPLACEMENT~~
Location of Project (Attach sketch map) 5 Mi North of Prineville on McKay Rd
ADT 230 Design Speed Basic Rule

Is this request for county bridge design only? Yes ✓ No
county FAS bridge design? Yes ✓ No
Will County hire consultant for this project? Yes No ✓
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
(AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

RECEIVED
COUNTY & CITY SECTION
AUG 20 1973
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ [illegible] ☐ [illegible]
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________ No__________
If answer is No, which of the following applies?
Contrary to public safety_________ Cost excessive to need or use__________
Sparse population____________ Area exempt from bike law_____________
What is desired width of trail or walkway______________ ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________ No___________
What type of separation from roadway will be used?___________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________ No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________ No___________

12. Will replacement be by: County____________ Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe **project? Yes_____ No_____**

19. Will County do striping? Yes_____ **No_____**

20. Does County wish guardrail installed? **Yes_____ No_____**

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No_____

23. Can through traffic be detoured? Yes_____ No_____

24. Must new detour be constructed? Yes_____ No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream McKay Creek
2. Name of bridge McKay Creek Bridge
3. Dimensions of existing bridge. Length 43' Roadway Width 22'
4. Type of design and material used in existing bridge. 3 Span Piling & Wood construction
5. Location (please attach map with location marked):_____
Sections 7 & 8 Township 14 S Range 16 E W.M.
On Line between
6. Desired width of proposed bridge 32' Min Approx. length 50'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired?
Upstream ______ Downstream ______ Width ______ Yes [✓ No]

8. Does County wish a particular type of bridge design? [✓ Yes] No
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Piling & Concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes [✓ No]
Explain ______

10. Foundation Testing: By County? Yes [✓ No]
By State? [✓ Yes] No

11. Will County close road during construction? Yes [✓ No]

12. Can presently established road be used as detour? [✓ Yes] No

13. Must a new detour be constructed? Yes [✓ No]

14. Will detour be constructed & maintained by County? Yes [✓ No]

15. Will detour be constructed & maintained by Contractor? [✓ Yes] No (If necessary)

16. Will County sign project outside work area during construction?
Yes [✓ No]

17. Will Contractor sign project outside work area during construction?
[✓ Yes] No

18. Approaches or Connections by County [✓ Yes] No
by Contractor Yes [✓ No]
Traveled surface: Type Oil Mat Width 22'
Shoulder surface: Type 1¼ Run Rock Width 3'
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes [✓ No]

N.W. quadrant distance from structure ______
N.E. quadrant distance from structure ______
S.W. quadrant distance from structure ______
S.E. quadrant distance from structure ______

20. **Guardrail:** Desired on approaches or connections: [✓ Yes] No
By County Contractor ✓
Right side only? Yes [✓ No]
Both sides? [✓ Yes] No
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:**
Remain in place? Yes [✓ No]
Use for detour? Yes [✓ No]
Removed by County? Yes [✓ No]
Removed by Contractor? [✓ Yes] No
Salvaged by Contractor for County? Yes [✓ No]
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? [✓ Yes] No
By Contractor? Yes [✓ No]

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes [✓ No] Size
Company
b. Sanitary sewer mains: Yes [✓ No] Size
Company
c. Storm sewer: Yes [✓ No] Size
Company
d. Gas mains: Yes [✓ No] Size
Company
e. Power lines: Yes [✓ No] Size
Company
f. Telephone lines: [✓ Yes] No Size 1" cable
Company
g. Other Utilities:

24. Does County wish provisions made for future utility attachment to structure? [✓ Yes] No

25. Does County wish lightpost bases and conduit installed?
Yes [✓ No]

26. Does County wish complete job of illumination in project?
Yes [✓ No]

27. Is project contingent upon other factors? [✓ Yes] No
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: Should not be constructed in Spring of year due to high water
____
____

Remarks re Section II: ___________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes_______ No_______
   By Consultant? Yes_______ No_______
   By County? Yes_______ No_______
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes_______ No_______

3. Construction plans and specifications to be prepared:
   By State? Yes_______ No_______
   By Consultant? Yes_______ No_______
   By County? Yes_______ No_______

4. Does County desire center line to be permanently monumented as part of project? Yes_______ No_______

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_______ No_______
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum ______ Minimum________

2. Is any additional right-of-way needed? Yes_____ No_____

3. Will right-of-way be acquired by: Resolution_____ or Deed______

4. Should State prepare options? Yes_____ No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No_____

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No_____
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No_____
If yes, give type and name of utility company:________________________
____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No_____
If yes, give type and name of utility company:________________________
____

13. Are utilities on existing right-of-way by permit ______ or
by franchise_______
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No_____
If yes, give name of irrigation company or district____________________
____
and dates between which water can be turned off: From_______________
To_________________

15. Are there any railroad crossings? Yes_____ No_____

16. Name of Railroad____

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ________ Quarry ________ Cinders ________
2. Owner: County ____ State ____ Private ____ Other ____
3. Location: ________ Section ____ Township ______ Range _____ W.M.
4. If County lease, what are royalty payments? ________
5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Agregates ____
   Location ________
   Miscellaneous Items ________

Remarks re Section V ________

VI. FINANCIAL DATA

1. Estimated Cost: $ ________
2. Available FAS Funds $ ________
3. Does County wish advancement of future Federal funds? Yes ____ No ____
   Amount ________
4. Date match money is available ________
5. Will there be any 100% County money? Yes ____ No ____
6. Maximum amount of 100% County money available: $ ________
7. Date County requests letting: ________

Remarks re Section VI ________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Joseph ________
County Judge or Comm. Chairman

By ________
County Commissioner

By Joe A. Cox
County Commissioner

By ________
County Engineer or Roadmaster

County CROOK
Date 8/27/73

O.S.H.D. Field Engineer

Date 9-25-73

Crook Co. 6C

Judge Ervin Grimes
Courthouse
Prineville, Oregon 97754

June 27, 1973

Dear Judge:

Enclosed please find two project request forms. Please fill one form out and return to this office. Keep the other form for your files.

I have, in pencil, lightly indicated the questions to answer on page one.

On page three, Bridge Project Data should also be filled in. I might add that the cheapest structure would be a prestressed, pre-cast concrete slab structure on piling. Maximum span for this type bridge is approximately 50 feet. Fill in all of Bridge section.

On page nine, please date and sign.

In checking your Secondary financial status, I find that in April of 1972, Crook County transferred to the State $368,900 of FAS credits for construction on the Crooked River Road. This transfer left the County without FAS funds; in fact, the County will not have any FAS credits until approximately January 1, 1975, at which time the County would, under our present policy, be eligible for an advancement of 3 years credits, which would be approximately $140,000 of Federal funds.

I have just checked with Mr. James Gix who is in charge of the bridge replacement program and he advises that if Crook County would immediately hire a consultant to revise the inventory report on the McKay Creek Bridge and also revise the bridge report and submit these reports to him immediately, chances for replacement of this structure during the 1974 construction season appear good.

☑ ENGR. ☑ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ [illegible] ☐ RPE ☐

Under the bridge replacement program, Federal funds are 75% and local (County funds) are 25%.

If this office can help in any way to resolve this problem, please feel free to let us know.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:lat
Encl.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

8005

March 24, 1972

Honorable Ervin Grimes
County Judge
County Courthouse
Prineville, Oregon 97754

NOTED
A. E. JOHNSON

Dear Sir:

Following is the information requested by your office. It is the approximate cost breakdown of our estimate for replacing the McKay Creek Bridge. Also included is an estimate for a 32-foot roadway, which is generally considered as minimum by the Federal Highway Administration.

	28 Ft. Rdwy.	32 Ft. Rdwy.
Estimated Const. Cost	$30,000	$34,000
Preliminary & Design Engr.	2,300	2,300
Construction Engineering	2,400	2,400
Contingencies	1,300	1,300
Remove Existing Structure	2,000	2,000
	$38,000	$42,000

We assumed a span length of 50 ft. for both estimates.

Very truly yours,

George M. Baldwin
Administrator of Highways
By
ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JHW:dh

cc A. E. Johnson
L. L. Wallace

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 14 1972
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

8005

February 9, 1972

Honorable Ervin Grimes
County Judge
Courthouse
Prineville, Oregon 97754

NOTED
A. E. JOHNSON

Dear Sir:

McKay Creek Bridge
Bridge 15497
FAS 401 MP4.38

Our estimate of cost for replacing the McKay Creek Bridge is $38,000. We assumed the new structure would have a 28-foot roadway and one 50-foot span. The estimate includes an allowance for engineering and contingencies and removal of the existing structure. It does not include any earth work for adjustments to roadway approaches to the structure.

We are available if you need additional information.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

JHW:dh

cc A. E. Johnson
L. L. Wallace

RECEIVED
FEB 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8006 Condon Rock Production Proj. 1974
north of Condon, John Day Hwy.

8006

August 26, 1974

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th
Portland, OR 97205

Gentlemen:

On August 20, 1974, we wrote to you concerning release of final payment on Contract No. 8006 awarded to E. D. Blumer Crushing Company, Inc., for work on the Condon Section of the John Day Highway in Gilliam County.

Final payment on this contract is $2,310.60 and the total contract amount is $38,952.10. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc E. D. Blumer Crushing Co., Inc.
220 East 45th Ave.
Kennewick, WA 99336

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8006

8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Condon Rock Production

WEEK ENDING: July 27, 1974

SECTION PREFIX: 11-8311

HIGHWAY: John Day

COUNTY: Gilliam

NAME OF JOB: Condon Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: E. D. Blumer Crushing Co., Inc.

CONTRACT NUMBER: 8006

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 29, 1974

DATE WORK STARTED: May 28, 1974

ESTIMATED COMPLETION DATE: July 16, 1974

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: —

SPECIFIED CALENDAR DAYS: —

WORK DAYS USED: —

CALENDAR DAYS USED: —

PROJECT AUTHORIZATION: $ 48,126.64

SPECIFIED COMPLETION DATE: June 30, 1974

PERCENT OF TIME ELAPSED: 121%

EXCLUSIVE OF ENGINEERING: $ 43,923.44

ENGINEERING AUTHORIZATION: $ 4,203.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 38,952.10

ENGINEERING COST TO DATE: $ 5,157.01

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92%

ESTIMATED PERCENT: OVERRUN UNDERRUN 11 %

PERCENT OF AUTHORIZATION: 23 %

DATE PROJECT WAS COMPLETED: July 16, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE			11,600 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			11,236.39 C.Y.		
AVERAGE DAILY QUANTITIES			11,236.39 C.Y.		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		
EQUIPMENT USED DURING THE WEEK:			0		

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY				

RECEIVED
Bond
JUL 29 1974
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	Office personnel worked on Semi-Final estimate and supporting data.
TUESDAY	Office personnel completed Semi-Final estimate and supporting data.
WEDNESDAY	No Activity
THURSDAY	Semi-Final estimate and supporting data delivered to Region Office today.
FRIDAY	No Activity--Project Completed.
SATURDAY	No Activity--Project Completed.

REMARKS

Office personnel worked Monday and Tuesday to complete Semi-Final estimate and supporting data for project.
Semi-Final estimate and supporting data was delivered to Region Office on Thursday of this week.

FINAL REPORT

SIGNED W. Reid Meritt
W. Reid Meritt
LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8006

5

May 3, 1974

E. D. Blumer Crushing Co., Inc.
220 East 45th Avenue
Kennewick, WA 99336

Gentlemen:

Enclosed are three copies of Contract No. 8006 awarded to you on April 29, 1974, for the Condon Rock Production Project on the John Day Highway in Gilliam County in the amount of $40,832.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Enclosures

bc: C. T. Keasey
Walt Hart
Vince Gallagher
Carl Williams
W. Raid Meritt

8006

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 10, 1974

TO MEMO TO THE FILES

Original signed
C. G. Swenson

FROM

C. G. Swenson
Specifications Engineer

SUBJECT Critical Materials and Fuel Required for the Condon Rock Production Project

NOTED
E. S. HUNTER

The subject project will require the following estimated quantities of materials and fuels:

Material	Quantity	
Asphalt Cement	---	Tons
Portland Cement	---	Cwt.
Reinforcement	---	Lbs.
Structural Steel	---	Lbs.
Diesel	1,800	Gals.
Gasoline	200	Gals.
Explosives	10,000	Lbs.

CGS:fw

cc: E. S. Hunter
John A. Bond
J. H. Versteeg

RECEIVED
APR 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8007 Long Creek Rock Production 1974
Proj. on Pendleton-John Day
Highway

8007

October 14, 1974

United Pacific Insurance Co.
Fidelity & Surety Department
P.O. Box 1216
Tacoma, WA 98401

Gentlemen:

On August 2, 1974, we wrote to you concerning release of final payment on Contract No. 8007 awarded to E. H. Itschner Co. for work on the Long Creek Section of the Pendleton-John Day Highway in Grant County.

Final payment on this contract is $3,611.41 and the total contract amount is $72,228.13. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: E. H. Itschner Co.
1118 Toliver Rd.
Molalla, OR 97038

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8007

8

FORM 61-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Long Creek Rock Production		**WEEK ENDING** July 13, 1974 **SECTION PREFIX** 12-8334-900
	HIGHWAY Pendleton - John Day	**COUNTY** Grant
NAME OF JOB Long Creek Rock Production	**KIND OF WORK** Rock Production	
CONTRACTOR E. H. Itschner Co.	**CONTRACT NUMBER** 8007	**FEDERAL AID PROJECT NUMBER** State
DATE OF CONTRACT April 29, 1974	**DATE WORK STARTED** May, 14, 1974	**ESTIMATED COMPLETION DATE**
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	**SPECIFIED WORK DAYS** **SPECIFIED CALENDAR DAYS**	**WORK DAYS USED** **CALENDAR DAYS USED**
PROJECT AUTHORIZATION: $ 78,547.00	**SPECIFIED COMPLETION DATE**	**PERCENT OF TIME ELAPSED**
EXCLUSIVE OF ENGINEERING: $ 68,600.00	**ENGINEERING AUTHORIZATION** $ 6,860.00	**PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST**
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 68,600.00	**ENGINEERING COST TO DATE** $ 4,360.36	**PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION**
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	**PERCENT OF AUTHORIZATION** 64 %	**DATE PROJECT WAS COMPLETED:** June 26, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					105		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			15,000 CuYd		
TOTAL QUANTITIES CORRECTED TO DATE			15,811 CuYd		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			15,811 CUYd		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Rain 64°			
TUESDAY	" 64°			
WEDNESDAY	" 44°			
THURSDAY	Cloudy 61°			
FRIDAY	Sunshine 70°			
SATURDAY				

RFN [illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	July 7, 1974
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Will make final inspection next week.

This will be the last weekly report on this project.

SIGNED W E Hoffman LOCATION John Day
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8007

E. H. Itschner Co.
1118 Toliver Rd.
Molalla, OR 97038

May 2, 1974

Gentlemen:

Enclosed are three copies of Contract No. 8007 awarded to you on April 29, 1974, for the Long Creek Rock Production Project on the Pendleton-John Day Highway in Grant County in the amount of $68,600.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Enclosures

bc: C. T. Keasey
Walt Hart
Vince Gallagher
W. E. Schwartz
Willard Hoffman

8007

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 10, 1974

TO MEMO TO THE FILES

Original signed
C. G. Swenson

FROM

C. G. Swenson
Specifications Engineer

SUBJECT Critical Materials and Fuel Required for the Long Creek Rock Production Project

NOTED
E. S. HUNTER

The subject project will require the following estimated quantities of materials and fuels:

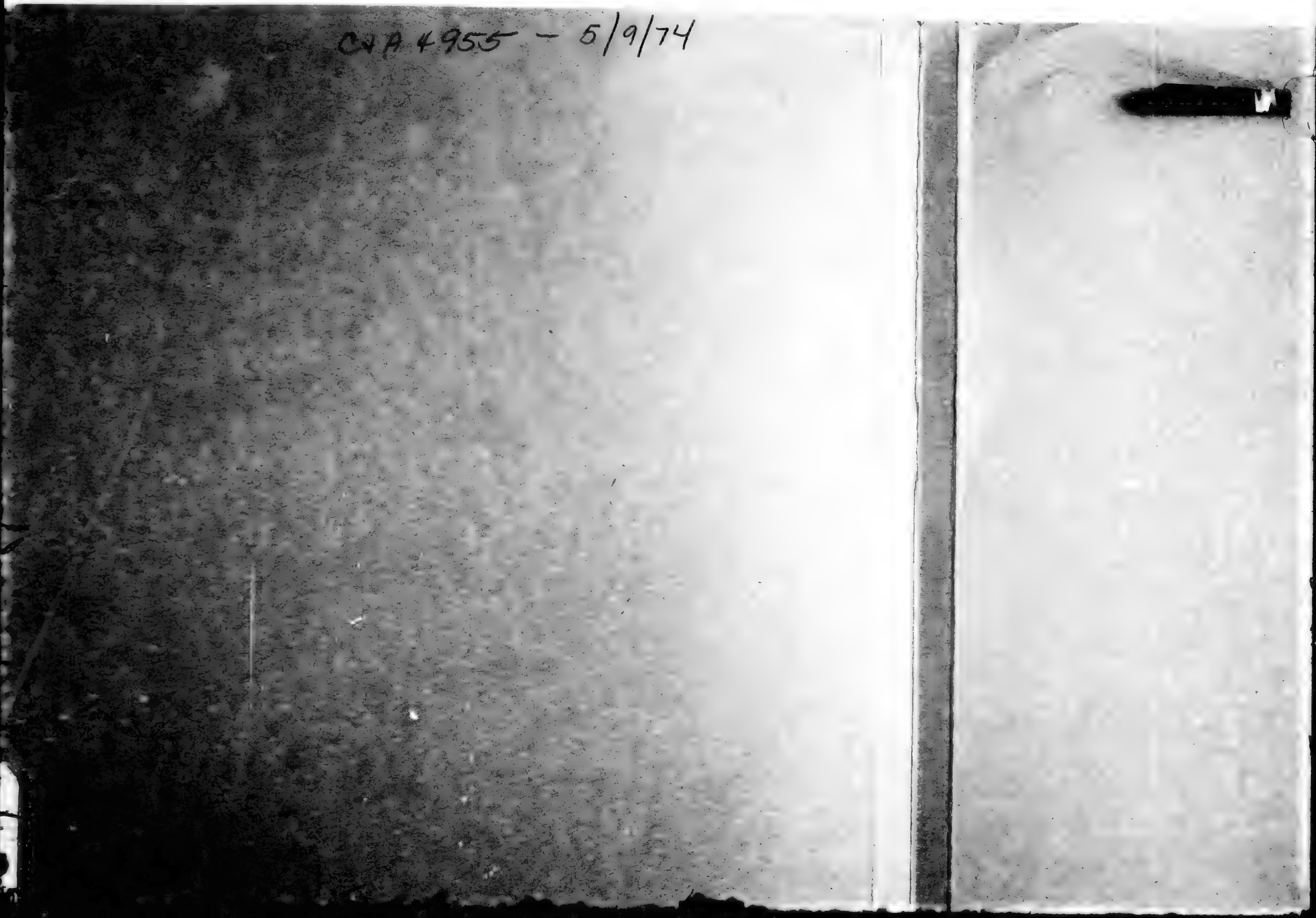
Material	Quantity	
Asphalt Cement	---	Tons
Portland Cement	---	Cwt.
Reinforcement	---	Lbs.
Structural Steel	---	Lbs.
Diesel	2,700	Gals.
Gasoline	300	Gals.
Explosives	12,000	Lbs.

CGS:fw

cc: E. S. Hunter
John A. Bond
J. H. Versteeg

RECEIVED
APR 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8008 Klamath Falls Sec. of the 1974
Klamath Falls-Malin Hwy.
(Roadside improvement)



CVA 4955 - 5/9/74

9008

STATE COPY

1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H E Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

12-1-75

REGION NO. 10	REPORT NO. 2	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT 12-11-75	REPORT MADE BY D. B. Carter, Area Engr		PROJECT NO. LSF-4(1)
COMPLETION DATE 10-2-75	ACCEPTANCE DATE BY CONTRACT AGENCY 9-18-75	TIME ELAPSED *See below %	CONTRACT TIME *See below
APPROVED EXTENSIONS None	LOCATION Klamath Falls-Malin Highway in The City of Klamath Falls.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SE
DEC 1 6 1975
Washingt

KLAMATH FALLS SECTION
KLAMATH FALLS-MALIN HIGHWAY
Roadside Improvements

This project provided for roadside development work on the Klamath Falls Section of the Klamath Falls-Malin Highway located in the City of Klamath Falls.

The contract specified a completion date of November 30, 1974. The work was completed October 2, 1974. The plant establishment period ended August 16, 1975.

The final contract amount including construction engineering was $82,816.05 which is an underrun of 8.8 percent of the project authorization which was $90,861.48. The contract bid amount was $78,755 and the final amount of the contract bid items was $74,880.55 or an underrun of 4.9 percent. A copy of the Resident Engineer's statement of overruns and underruns is attached to the Division office copy of this report.

All participating work has been completed on this project.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. D. B. Carter		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 12/11/75	TITLE District Engineer	DATE DEC 1 6 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

STATE COPY 8008

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMEN[illegible] TRANSPORTATION - FEDERAL HIGHWAY ADMI[illegible]RATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUC[illegible]N INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

A L L	*To be completed by Washington Headquarters Personnel*	2 — 4	5 — 8	9 — 12	13 — 15		
		16 — 18	19 — 22	23 — 24	25 — 27	28 — 30	31 — 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon	COUNTY Klamath		FEDERAL PROJECT NO. LSF-4(1)		URBAN (X) RURAL ( )

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES				DATE STARTED May 30, 1974
20	FINAL CONSTRUCTION COST	DOL.	74,880.55		DATE COMPLETED September 12, 1975
21	LENGTH OF PROJECT	MILES	1.06		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	QUANTITY	
	30	LABOR		TOTAL MAN HOURS 1,381	GROSS EARNINGS 13,448
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	57,026.35	
	9	PETROLEUM PRODUCTS	GAL.		
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD FT		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 — 52	53 — 61	62 — 70	

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORRUGATED STEEL CULVERT	
		18	217.5
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7 and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total length, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment

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*Quantities of steel, concrete and lumber used in ection with Items 17, 18, 19, 23 and 24 should not b orted unless difficulties are encountered in segregating such quantities from total quantit

8008

13

September 29, 1975

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On September 19, 1975, we wrote to you concerning release of final payment on Contract No. 8008 awarded to Aichele Landscaping, Inc., for work on the Klamath Falls Section of the Klamath Falls-Malin Highway in Klamath County.

Final payment on this contract is $5,267.09 and the total contract amount is $74,880.55. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, OR 97266

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

[illegible]ATE
[illegible]VISION

September 17, 1975

[illegible]inistrator
[illegible]ngineer
[illegible] for

FROM [illegible]
[illegible]uction Engineer

SUBJECT [illegible] Project Acceptance

[illegible]tract 8008, Work Completed 10-1-74

Project Klamath Falls Section

Highway K. Falls-Malin, County Klamath

Type of Work Roadside Improvement

Contractor Aichele Landscaping, Inc.

Recommended Acceptance Date 9-19-75

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:dgk

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
STATE HIGHWAY ENGINEER
DATE: 9-18-75

RECEIVED
STATE HWY ENGR
SEP 18 '75
REFER TO
FOR
Info Inves R.D D.R. Sgn Act File

Letter
Written 9-19-75

Form 81-734-3122

8008

J

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Klamath Falls

WEEK ENDING: October 12, 1974

SECTION PREFIX: 1B-0901

HIGHWAY: Klamath Falls-Malin

COUNTY: Klamath

NAME OF JOB: Klamath Falls

KIND OF WORK: Roadside Improvement

CONTRACTOR: Aichele Landscaping, Inc.

CONTRACT NUMBER: 8008

FEDERAL AID PROJECT NUMBER: LSF-4(1)

DATE OF CONTRACT: April 29, 1974

DATE WORK STARTED: June 3, 1974

ESTIMATED COMPLETION DATE: October 1, 1974

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: November 30, 1974

PERCENT OF TIME ELAPSED: 72

PROJECT AUTHORIZATION: $ 90,861.48

EXCLUSIVE OF ENGINEERING: $ 82,925.98

ENGINEERING AUTHORIZATION: $ 7,935.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 74,895.83

ENGINEERING COST TO DATE: 137.00 $ 6,117.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Incl. Engr. 96

ESTIMATED PERCENT OVERRUN UNDERRUN: 9 %

PERCENT OF AUTHORIZATION: 77 %

DATE PROJECT WAS COMPLETED: October 1, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	Bark Mulch	Curbs	Irr. System	Planting
100	100	100	100	100	100	100	100

	GRADING	Planting ~~SURFACING~~	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.5	0.5			
MILES PARTIALLY COMPLETED	-	-			
MILES COMPLETED	0.5	0.5			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,750 CY				
TOTAL QUANTITIES CORRECTED TO DATE	3,510 CY				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,510 CY				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 14 1974

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	See Remarks
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office personnel completed the Semi-final and submitted to Region Office this week.

This is the final weekly report for the project.

Const. (3) ✓
Region (1)
Land. (1)
File (1)

EJDunn

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

8008

STATE COPY

Form Approved; O.M.B. No. 04-R2089

9

MONTHLY TRANSACTION NO. 5-97	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE **Oregon**
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY **Klamath**
	May 16 1974	PROJECT NO. **LSF-4(1)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97 Bus First St., S. 1.06 mi. (Klamath Falls)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-3-74	0.00
OTHER *(Specify)*		

FUNDS **Pro Rata 100%**

ESTIMATED TOTAL COST OF PROJECT $ **90,861.48**	FEDERAL FUNDS $ **90,861.48**

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By Ed Hunter
Assistant State Highway Engineer
(Title)
By ____________________
____
(Title)
By ____________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. J. Smith
for **G. L. Green** (Division Engineer)

Date executed by Division Engineer May 16, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. LSF-4(1)

KLAMATH FALLS SECTION

KLAMATH FALLS-MALIN HIGHWAY IN KLAMATH COUNTY

Salem, Oregon, May 13, 1974

Project Agreement Estimate

Type Code Y003
Landscaping (Sta. 10+50 to Sta. 66+23)

Temporary Protection and Direction of Traffic	All	Required		$ 2,000.00
Temporary Signs	840	sq.ft.	4.00	3,360.00
Flagmen	100	hours	10.00	1,000.00
Embankment in Place	950	cu.yds.	4.00	3,800.00
Furnishing and Placing Topsoil	2,800	cu.yds.	6.00	16,800.00
Furnishing and Placing Cinders	65	cu.yds.	5.00	325.00
18-inch Culvert Pipe	220	lin.ft.	14.00	3,080.00
Concrete Curbs	630	lin.ft.	3.50	2,205.00
Furnishing and Planting Shrubs	3,900	only	4.15	16,185.00
Bark Mulch	60	units	50.00	3,000.00
Irrigation System	All	Required		27,000.00
				$ 78,755.00

Additional Items

Temporary Erosion Control	All Required	$ 100.00
Watering During Establishment Period	All Required	400.00
Adjust Inlet	All Required	100.00
		$ 600.00

Subtotal	$ 79,355.00
Engineering	11,506.48
Total	$ 90,861.48

Length of Project - - - 0.00 mile

Federal Funds - $ 90,861.48

Group 1 - 100%

Contract No. 8008

Prefix: 18-0901

#8008 9

May 9, 1974

City of Klamath Falls
City Hall
Klamath Falls, OR 97601

Attention: Mrs. Rosie Keller
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4955

Gentlemen:

Attached for your records is a fully executed copy of an agreement regarding a landscaping project along the Klamath Falls Section of the Klamath Falls-Malin Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox
(agree. att.)

8008

5

May 1, 1974

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, OR 97266

Gentlemen:

The Oregon Transportation Commission on April 29, 1974, accepted your proposal for roadside improvement on the Klamath Falls Section of the Klamath Falls-Malin Highway in Klamath County for the sum of $78,755. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Later that same day approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 8008.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn
cc
Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
Vince Gallagher
Walt Hart
Roy Olson
Carl Williams
E. J. Dunn
Wm. Geibel (SAIF)

8008

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 10, 1974

TO MEMO TO THE FILES

Original signed
C. G. Swenson

FROM
C. G. Swenson
Specifications Engineer

SUBJECT Critical Materials and Fuel Required for the Klamath Falls Roadside Improvement Project

NOTED
E. S. HUNTER

The subject project will require the following estimated quantities of materials and fuels:

Material	Quantity	
Asphalt Cement	---	Tons
Portland Cement	130	Cwt.
Reinforcement	---	Lbs.
Structural Steel	---	Lbs.
Diesel	900	Gals.
Gasoline	100	Gals.
Explosives	---	Lbs.

CGS:fw

cc: E. S. Hunter
John A. Bond
J. H. Versteeg

RECEIVED
APR 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8008

U. S. DEPARTMENT OF T[illegible]

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-3-74

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	LSF-4(1) STATE PROJECT NO. KLAMATH FALLS SECTION
	ITEM NO. LSF-54	COUNTY NAME KLAMATH
		PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVE[illegible]
[illegible]
[illegible] 5 [illegible]
REFER TO
[illegible]
FOR

DATE PS&E APPROVED APRIL 3, 1974	DATE AUTHORIZATION EFFECTIVE APRIL 3, 1974	FEDERAL ROUTE NUMBER PRIMARY ROUTE 4 (LOOP) STATE ROUTE NUMBER PRIMARY ROUTE 50

GENERAL LOCATION:
FIRST STREET-ESPLANADE STREET

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS SHOWN BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

NOTED
E. S. HUNTER

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) TEMPORARY EROSION CONTROL $100
WATERING DURING ESTABLISHMENT $400
ADJUST INLET $100

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S APRIL 1, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

4-5-74
original & title sheet
to L. W. Rulien

RECEIVED
APR 5 1974
OFFICE OF
ASSISTANT STATE [illegible]

DATE 4-3-74	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

[illegible] STOCKS OF FORM PR-1240 (REV. 6-68) [illegible]

5

TRANSACTION NUMBER 4-3 AND 4-4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-3-74

BY (Signature): L. W. RULIEN'S LETTER OF 3-18-74

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS LANDSCAPE AND SCENIC ENHANCEMENT

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 53 THRU 54

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
53	LSS 628(3)	0.0	56,303.09	56,303.09	GREENBURG ROAD INTERCHANGE WASHINGTON COUNTY STATE OF OREGON	LANDSCAPING
54	LSF-4(1)	0.0	107,807.48	107,807.48	KLAMATH FALLS SECTION (FIRST ST.-ESPLANADE ST.) KLAMATH COUNTY STATE OF OREGON	LANDSCAPING

APR 5 '74

REMARKS (Division)

4-5-74
original to L. W. Rulien

NOTED
E. S. HUNTER

REFER TO
Hunter
FOR
D/R Sign Act

RECEIVED
APR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-3-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

4-3-74

8008

8008

March 7, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Beautification Projects

Highway Beautification funds amounting to $186,000 are available under 319b of Title 23, U.S. Code funds. The following projects are proposed:

1. Greenburg Road Interchange Section
   Beaverton-Tigard Highway, Washington County

   The project includes planting of trees, shrubs and vines, and fertilizing and mulching.

   Estimated Cost - $56,000

   Scheduled for April 25 letting

2. Klamath Falls Section
   Klamath Falls-Malin Highway, Klamath County
   Mile Point X6.40 to Mile Point X5.35

   The project includes furnishing and placing embankment materials and topsoil, furnishing and planting shrubs, installing an irrigation system, and performing incidental work as called for in the specifications and plans.

   Estimated Cost - $76,000

   Scheduled for April 25 letting

3. Walker Road Interchange Section
Beaverton-Tigard Highway, Washington County

The project includes furnishing and placing topsoil; furnishing and planting trees, shrubs, and vines; and fertilizing and mulching.

Estimated Cost - $54,000

Scheduled for June 20 letting

I recommend approval of the projects. Funds for highway beautification are available for programming with no State match monies required.

This matter will be on the agenda for the March 27 meeting.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
H. S. Coulter
L. W. Rulien
V. E. Skoog
Gary Sund
R. E. Whipps

REO:vmt cm

8C08

5

FORM E-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 25, 1974

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT LSS Funds

There is $186,000 of LSS Funds available. These have to be used before June, 1974. We are proposing the following projects for your approval.

Greenburg Road	$56,000	May
Klamath Falls Section	76,000	April
Walker Road	54,000	June

Attached is additional support for the three suggested roadside improvement projects.

JHV:jh

2-26-74
OK
ESH.

Hal

cc Young

RECEIVED
FEB 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

2-27-74
original to
Hal Versteeg

Form E-40

OREGON STATE HIGHWAY
DIVISION

TABULATION SHE

SHEET .... OF .... SHEETS

Roadside Improvement

PROPOSED PROJECTS			LETTING DATE
Greenburg Road	$56,000	May	LSS Funds
Kalamth Falls Section	76,000	April	LSS Funds
Walker Road	54,000	June	LSS Funds
Boring Road	62,000	June	F.A.P.Funds
(Later)			
Pacific Highway-Park Street (Ashland)	74,000		
N.W. 185th Avenue Interchange	63,484		
Beaverton Interchange Section	143,000		

8008

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 20, 1973

In reply refer to:
10-35/EC

TO : Mr. George M. Baldwin, Administrator of Highways
State of Oregon
Salem, Oregon

Vernon V. Cusack

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-205(-)
Klamath Falls-Malin Highway (FAP4 Loop)
Location/Design Approval

Location design approval in accordance with paragraph 10 of PPM 20-8 is hereby given for construction of the subject project. This approval is based on the design report, preliminary plans and profile, and related supporting data transmitted with Mr. Young's February 6, 1973 letter.

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
MAR 21 '73
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

3-23-73
Copy to.

RECEIVED
MAR 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8008

C. L. Green, Division Engineer   February 6, 1973

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

No hearing Req'

L. H. Young
Office Engineer

Location/Design Approval
Klamath Falls Section
Project LSF-4(-) or F-205(-)
Klamath Falls-Malin Hwy. (FAP 4 Loop)
Klamath County

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the proposed project on the Klamath Falls Section of the Klamath Falls-Malin Highway in Klamath County.

Location/Design:

a. The corridor lies entirely within the right-of-way of the existing highway.

b. The design for the proposed project consists of landscaping the median area by planting shrubs for aesthetic enhancement of the highway, for headlight glare control and for nighttime guidance.

The average daily traffic over the existing highway in this section is 8,000 vehicles. The projected 1993 average daily traffic is 13,600 vehicles.

Additional location/design details are contained in the enclosed study report which consists of the following documents.

1 copy Design Study Report
1 set of reduced size preliminary plans (6 sheets)

The Highway Division has considered the enclosed study report, as well as the social, economic and environmental effects and has concluded that the location/design as set forth hereinabove is suitable for the proposed project.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The "Negative Environmental Declaration" dated November 27, 1972 received FHWA concurrence December 19, 1972.

The project is exempt from State Clearinghouse review under working agreement dated April 28, 1970.

Since District 11 does not have a functioning clearinghouse, the State Executive Department informed the State Highway Division that there would be no review by the District prior to the District Clearinghouse becoming operational.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

The seven items set forth in paragraph 4b of IM 20-4-72 are not applicable to the proposed project, except a portion of Item 7, since the present location and design of the existing highway facility will not be changed there will be no alteration of land use or traffic flow patterns. The applicable portion of Item 7 is covered under the "Negative Environmental Declaration".

JG:bb
Enclosures

cc: F. B. Klaboe
L. H. Young
F. L. Hall
H. S. Cox
R. N. Chase
B. L. Gifford

FILES

Klamath Falls Section
Klamath Falls-Malin Highway
Klamath County
Roadside Improvement

Design Study Report

The area to be improved by additional planting is the median strip along Kit Carson Way from First Street to the entrance to Oregon Technical Institute in Klamath Falls.

The beginning of the project is Station 10 + 50 and the ending is Station 66 + 25.

The purpose of the planting is to improve the visual profile of the highway and screening for headlight glare control.

Planting will consist of Eastern Arborvitae in the center of an eight-foot planting strip with the addition of shrubs on either side to add variety and seasonal color to the planting.

Work to be done consists of:

Furnishing and placing topsoil
Extending culvert pipe and PCC curb
Planting, fertilizing and mulching shrubs
Installation of an emitter irrigation system

8002

December 7, 1972

To Oregon State Highway Commission

From
F. B. Klaboe
Deputy State Highway Engineer

Subject Additional Highway Beautification and Junkyard Control Funds

There is a possibility that additional highway beautification and junkyard control funds may be released by the Federal Highway Administration. Accordingly, we have submitted to the FHWA the priority listing of projects and requested their approval of said projects in the event federal funds are released.

The following projects were submitted as junkyard control jobs under Section 136 of Title 23, U.S. Code (these funds are 75% federal - 25% state):

1. Hubbard Auto Wreckers
   Pacific Highway East, M.P. 30.11
   3-acre Acquisition

2. Time Oil Company
   Pacific Highway East, M.P. 38.44
   6-Acre Acquisition

3. Curtin Garage
   Pacific Highway, M.P. 155.0
   1.8-acre Acquisition

4. Kilner's Wrecking Yard
   Oregon-Washington Highway, M.P. 32.24
   8.28-acre Acquisition

5. Walker Auto Parts-Greening Wrecking Yard
   Rogue Valley Highway, M.P. 15.16
   Acquisition

6. Junkyard
   McKenzie Highway, M.P. 10.96
   Acquisition

7. Junkyard
   Umpqua Highway, M.P. 56.70
   Acquisition

8. Arco Station
   Florence-Eugene Highway, M.P. 41.79
   Acquisition

9. M. L. Welch Auto Repair
   Coos Bay-Roseburg Highway, M.P. 66.92
   Acquisition

10. One Pine
    Willamette Highway, M.P. 0.80
    Acquisition

11. Santiam Auto Wreckers
    Santiam Highway, M.P. 16.16
    Acquisition

Total estimated acquisition cost of the 11 junkyards is $514,650, of which $385,988 will be federal aid and $128,662 will be state funds.

Highway Beautification projects are financed entirely with federal funds under Section 319b of Title 23, U.S. Code and require no state matching funds. The following projects were submitted to the Federal Highway Administration for approval:

1. Cedar Hills Interchange-Beaverton Section (1.6 miles)
   Beaverton-Tigard Highway, Washington County
   Estimated Cost - $143,000

2. Cedar Hills Interchange
   Beaverton-Tigard Highway, Washington County
   Estimated Cost - $235,000

3. Walker Road Interchange Section (0.5 mile)
   Beaverton-Tigard Highway, Washington County
   Estimated Cost - $121,000

4. Klamath Falls Section (1.1 miles)
   Klamath Falls-Malin Highway, Klamath County
   Estimated Cost - $76,000

5. 185th Avenue Interchange
   Sunset Highway, Washington County
   Estimated Cost - $75,000

This matter will be on the agenda for your consideration at the December 12 meeting. Your approval of these projects is recommended provided federal funds are available.

cc C. W. Head
George M. Baldwin (note Item 3)
Tom Edwards
E. S. Hunter
Roy Olson
Gary Sund
Gary Ross

ESH:jf ia

RECEIVED
1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

8004

November 27, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM George M Baldwin
George M. Baldwin
Administrator of Highways

SUBJECT Negative Declaration
Roadside Improvement Projects

This negative declaration is to accompany our request for Federal Aid approval for the subject roadside improvement projects.

LOCATION AND
DESCRIPTION
OF PROJECT

Halsey Interchange-Lane County Line Section
Pacific Highway, Interstate 5
Linn County

Cedar Hills Interchange Section
Beaverton-Tigard Highway, MP 0.00 - MP 0.28
Washington County

Cedar Hills Interchange-Beaverton Interchange
Beaverton-Tigard Highway, MP 0.28 - MP 1.91
Washington County

Klamath Falls (First St.-Esplanade) Section
Klamath Falls-Malin Highway, MP 6.26
Klamath County

185th Avenue Interchange Section
Sunset Highway, MP 64.29
Washington County

NOTED
R. D. ASBURRY

NOTED
L. H. YOUNG

RECEIVED
DEC 2 0 1972
PROGRAMMING SECTION

Walker Road Interchange Section
Beaverton-Tigard Highway, MP 0.92
Washington County

Terwilliger Boulevard Interchange
Pacific Highway, MP 297.18
Multnomah County

The above projects are typical of the Oregon Highway Division's program of roadside planting of trees, shrubs, and vines, installation of irrigation systems, and seeding and mulching. Soil preparation and grading of the affected portions of the highway right-of-way will thus be accomplished.

PURPOSE OF PROJECT The overall purpose of roadside improvement projects is to improve the visual profile of the highway, the roadside, and the neighboring community. There are other specific purposes of landscape plantings: plantings control erosion, screen headlights from opposing traffic, and provide vegetation buffers for residents close to the highways.

Wherever possible, planting areas are designed to channel vision and more effectively guide the motorist through interchanges, and to provide relief to visual monotony by creating variations in the landscape.

DISCUSSION OF ENVIRONMENTAL IMPACTS The subject landscape projects will lie within the existing highway right-of-way, so other land uses in private control will not be pre-empted.

Adequate signing will protect the motorist while the work is in progress.

The substantial benefits to the natural and social environment provided by plantings for erosion control, community screening, and highway beautification will far outweigh the temporary disruption of the existing right-of-way. The projects will be a permanent asset to the communities and to the highway user.

BASIS FOR NEGATIVE DECLARATION

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway
Division

Concur G Green
Division Engineer

Date DEC 19 1972

GAP:bb

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
J. F. Putnam
H. S. Coulter
L. W. Rulien

*5

OREGON STATE
HIGHWAY DIVISION

8008

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. E. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE October 27, 1972

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT

In response to Mr. Backlund's telephonic inquiry of October 25 regarding scenic enhancement projects which could be available for the obligation of funds by December 31, 1972, the following is a listing of roadside improvement projects, in order, which could be developed to P.S. & E. status by that date.

1.	Cedar Hills Interchange Section Beaverton-Tigard Hwy., MP 0.00 - MP 0.28 Washington County	Est. Cost	$182,000
2.	Cedar Hills Intchg.-Beaverton Intchg. Beaverton-Tigard Hwy., MP 0.28 - MP 1.01 Washington County	Est. Cost	143,000
3.	Klamath Falls (First St.-Esplanade) Sec. Klamath Falls-Malin Hwy. Klamath County	Est. Cost	75,000
4.	185th Ave. Intchg. Section Sunset Highway, MP 64.20 Washington County	Est. Cost	130,000
5.	Walker Road Intchg. Section Beaverton-Tigard Hwy., MP 0.92 Washington County	Est. Cost	121,000
		Total	$651,000

cc George H. Baldwin
F. B. Klaboe

bc L. H. Young
F. L. Hall
D. R. Byard

RDA:dg

8009 Odell Lake Rock Production 1974
Proj. southeast of Oakridge,
near Crescent Lake Junction

8009

September 18, 1974

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On September 10, 1974, we wrote to you concerning release of final payment on Contract No. 8009 awarded to Hall International, Inc., for work on the Odell Lake Rock Production Project of the Willamette Highway in Klamath County.

Final payment on this contract is $2,956.26 and the total contract amount is $59,125.10. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

cc Hall International, Inc.
P. O. Box H
Madras, OR 97741

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

8009

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

[illegible] FOR CONSTRUCTION PROJECTS ONLY
[illegible] AND BRIDGE SECTION

[illegible]ction	SECTION Odell Lake Rock Production	WEEK ENDING August 3, 1974 SECTION PREFIX 18-8346
[illegible] Inc.	HIGHWAY Willamette	COUNTY Klamath
[illegible]	KIND OF WORK Rock Production	
[illegible]	CONTRACT NUMBER 8009	FEDERAL AID PROJECT NUMBER State
[illegible]	DATE WORK STARTED June 20, 1974	ESTIMATED COMPLETION DATE
[illegible]	SPECIFIED WORK DAYS	WORK DAYS USED
[illegible]	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
[illegible] 141.85	SPECIFIED COMPLETION DATE September 30, 1974	PERCENT OF TIME ELAPSED 52
[illegible] 209.85	ENGINEERING AUTHORIZATION 5,953.00 Exp. this week 133.58	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
[illegible].10	ENGINEERING COST TO DATE 4,848.58	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION Inc. Eng. 95
[illegible] 3.7 %	PERCENT OF AUTHORIZATION 81 %	DATE PROJECT WAS COMPLETED July 24, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

[illegible]	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	½" - 0 ~~GRADING~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
[illegible] PROJECT					
[illegible] PARTIALLY COM[illegible]					
[illegible] COMPLETED					
[illegible]AL ESTIMATED QUANTITIES (CONTRA[illegible]	20,000 CY				
TOTAL QUANTITIES CORRECTED TO DATE	21,041 CY				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	21,041 CY				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear- Hot			
MONDAY	Clear-Hot			
TUESDAY	Clear-Hot			
WEDNESDAY	Clear-Hot W/Showers late P.M.			
THURSDAY	Clear-Hot W/Thunder Clds. P.M.			
FRIDAY	Clear-Hot			
SATURDAY	Clear-Hot			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	See remarks.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi Final submitted to Region Office July 31, 1974.

This is the last Report for this Project.

(2) Const.
(1) Region
(1) File

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8009

S

May 1, 1974

Hall International, Inc.
Hwy. 97 S.
P. O. Box H
Madras, OR 97741

Gentlemen:

Enclosed are three copies of Contract No. 8009 awarded to you on April 29, 1974, for the Odell Lake Rock Production Project on the Willamette Highway in Klamath County in the amount of $56,200.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is September 30, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Enclosures
bc: C. T. Keasey
Walt Hart
Vince Gallagher
Carl Williams
E. J. Dunn

8009

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 10, 1974

TO MEMO TO THE FILES

Original signed
C. G. Swenson

FROM
C. G. Swenson
Specifications Engineer

SUBJECT Critical Materials and Fuel Required for the
Odell Lake Rock Production Project

NOTED
E. S. HUNTER

The subject project will require the following estimated quantities of materials and fuels:

Material	Quantity	
Asphalt Cement	---	Tons
Portland Cement	---	Cwt.
Reinforcement	---	Lbs.
Structural Steel	---	Lbs.
Diesel	3,600	Gals.
Gasoline	400	Gals.
Explosives	---	Lbs.

CGS:fw

cc: E. S. Hunter
John A. Bond
J. H. Versteeg

RECEIVED
APR 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8010 N. Albany Interch.-Lebanon Rd. 1974
Interch. Sec. of Pacific Hwy.
(Grad.,pav.,guardrail,sign. & tr. sig.)

8010

★U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 820

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

5-24-77

REGION NO. 10	REPORT NO. 3	COUNTY Linn	DIVISION Oregon
DATE OF REPORT 5-18-77	REPORT MADE BY P. V. Riedl, Area Engineer		PROJECT NO. I-5-4(78)228
COMPLETION DATE 8-28-75	ACCEPTANCE DATE BY CONTRACT AGENCY 2-6-76	TIME ELAPSED 100 %	CONTRACT TIME 200 C.D.
APPROVED EXTENSIONS 263 c.d.	LOCATION N. Albany Inter.-Lebanon Rd. Inter. Section of I-5 south of Albany		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
MAY 26 '77
REFER TO
FOR
Info Invest R/D D/R Sign Act File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. ALBANY INTER.-LEBANON RD. INTER.
PACIFIC HIGHWAY
Grading, Paving, Guardrail, Signing & Traffic Signals

This project is located on Interstate 5 beginning at Albany Ave. and extending to the Lebanon Road Interchange - a distance of 6.84 miles.

The work consisted of the construction of flattening slopes, aggregate base and shoulder slopes and asphalt concrete pavement. Also included were three impact attenuators, guardrail, concrete barrier, highway signs and supports and two traffic signal installations.

The project was satisfactorily completed on August 28, 1975.

The contract was set up for 200 calendar days. The contractor used 463 days to complete the work. Two extensions of time were granted giving the contractor the total 263 additional days time. No liquidated damages will be assessed.

Final costs for the project work are $1,264,250.26 which is a 9.2% underrun.

COPY SE

5-27-77 Copy To Keasey

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE P. V. Riedl Original signed by P. V. RIEDL		SIGNATURE G. K. Hossner Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 5-23-77	TITLE District Engineer	DATE 5-24-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8010

FORM APPROVED ***RCS HNG-30-02***
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel* — 2, 4, 5, 8, 9, 12, 13, 15, 16, 18, 19, 22, 23, 24, 25, 27, 28, 30, 31, 33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE **Oregon**	COUNTY **Linn**	FEDERAL PROJECT NO. **I-5-4(78)228**	URBAN ☐ RURAL ☒

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
	CONSTRUCTION TYPE CODES		Y003		May 22, 1974
20	FINAL CONSTRUCTION COST	DOL.	1,422,344		DATE COMPLETED August 28, 1975
21	LENGTH OF PROJECT	MILES	6.837		TOTAL NO. BRIDGES

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS - Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	QUANTITY
	30	LABOR — TOTAL MAN HOURS		24,942
		GROSS EARNINGS		208,430
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	455,897
	9	PETROLEUM PRODUCTS	GAL.	33,268
	1	CEMENT	BBL.	
CARD C	2 92	AGGREGATES PURCHASED	TON CU. YD.	24,709
	3	BITUMINOUS MATERIAL	GAL.	
	4	LUMBER	THSD. BD. FT.	
CARD D	5	TIMBER PILING	LIN. FT.	
	7	REINFORCING STEEL	LB.	10,276
	8	STRUCTURAL STEEL	LB.	
	10	EXPLOSIVES	LB.	
CARD E	11	READY MIXED CONCRETE		508
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	4,108
	15 95	AGGREGATES PRODUCED	TON CU. YD.	
CARD F	16	MISCELLANEOUS STEEL		
	17	FENCING	LIN. FT.	2,147
	18	GUARDRAIL		19,646
	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	186,970
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	46,205

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		8	93 by PA 4
		12	175
		15	2,071
		18	164
		24	171
		30	234
		36	180
		42	26
		18" Arch	33
CARD J	13	CONCRETE PIPE	
		12	95
		15	20
		18	60
		24	349
		30	204
		36	490
		42	147
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48, 52, 53, 61, 62

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost of the work [illegible] within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration [illegible] engineers. The total material cost and the total man-hours and [illegible] earnings should bear reasonable relationship to the final construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported and no [illegible] of ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies and [illegible] should be substantially less than the final contract cost since the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final contract cost is only a few percent more than the total [illegible], the indication is that the cost [illegible] that there is an error in reporting. In [illegible] case [illegible] determine [illegible] the figures reported are correct, a statement should be attached on a sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriated to Items 7 and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of [illegible] guardrail and bridge rail.*

Item 22 - Report the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including [illegible] material for signing and lighting and the cost of all materials and supplies not specifically listed hereon. Costs of equipment [illegible] rental, and the cost of operating the equipment, [illegible] the cost of fuels and lubricants, should not be included in this [illegible]. Items of equipment such as jackhammers, handtools, repair parts, [illegible] are not considered to be supplies. Costs of such items and also [illegible] should not be included. The amount included for aggregates produced should be only the cost paid by the contractor for [illegible] aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregate production should, however, be included with Item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

---

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should [illegible] be reported unless difficulties are encountered in segregating such quantities from total quantities.

8010

N. Albany Int - Lebanon Rd Int.
I-5

Division of State Lands

1445 STATE STREET, SALEM, OREGON 97310 PHONE 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

NORMA PAULUS
Secretary of State

CLAY MYERS
State Treasurer

March 29, 1977

______Versteeg______
______Olson______
______Ch[illegible]______
______Scott______
______Swenson______
______Severe______
______[illegible]______

RECEIVED
MAR 29 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up______
Other______

Mr. Donald Trout
Design Office Engineer
Oregon State Highway Bldg.
Salem, OR 97310

Dear Mr. Trout

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application in file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Penny Hobbs at 378-3059.

Sincerely,

WILLIAM S. COX
Director

Eugene R. Schmitz

Eugene R. Schmitz, Supervisor
Environmental Management Unit

ERS:ms

Enclosure

Hwy Job No. 80
Permit No. 15587
Expiration Date 6-20-77
Please return by 4-25-77
Fee $50.00

______Please renew this permit. There is no change in plan from last year.
______Please renew this permit. Attached are revised application and drawing.
DLP I do not wish to renew this permit.

801

STATE COPY

1

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER .288		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Linn
MODIFICATION NUMBER 1	2-16-77	Project Number I-5-4(78)228

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 20, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,543,593	$ 1,574,000
Federal funds	$ 1,424,273	$ 1,452,329
Other revisions		

This modification is made for the following reasons:

To include authorized utility work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of February, 1977.

OREGON STATE HIGHWAY DIVISION.
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon February 10, 1977

Federal Aid Project
No. I-5-4(78)228 Safety

N. Albany Interchange-Lebanon Rd. Interchange Section

Pacific Hwy. in Linn County

Revised Project Agreement Estimate.

Type Code Y006
Roadway (Sta. 1040+00 to Sta. 1401+00)

Subtotal on previous estimate of May 13, 1974		$1,403,266.80
Additional Approved Item		
Pacific Northwest Bell	All Required	25,478.00
	Subtotal	$1,428,744.80
	Engineering	145,255.20
	TOTAL	$1,574,000.00

Length of Roadway	0.0 mile
Federal Funds	$1,452,329.00
State Funds	121,671.00
TOTAL	$1,574,000.00

Group 1 - 100%
Contract No. 8010
Prefix: 622-1052

8010

8

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-107	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-20-74	STATE Oregon
		COUNTY Linn
PROJECT REPORT NO. 3		PROJECT NO. I-5-4(78)228 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. Albany Int.-Lebanon Rd. Int.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-3-74	0.0
OTHER *(Specify)*		

FUNDS

Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,543,593	$ 1,424,273

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
for G. L. Green

Date executed by Division Engineer MAY 20 1974

Form PR-2 (Rev. 9-73) PAGE 1 Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-4(78)228 Safety

N. ALBANY INTERCHANGE-LEBANON RD. INTERCHANGE SECTION

PACIFIC HIGHWAY IN LINN COUNTY

Salem, Oregon, May 13, 1974

Project Agreement Estimate.

Type Code Y006
Roadway (Sta. 1040+00 to Sta. 1401+00)

Mobilization	All	Required		$ 88,000.00
Temporary Protection and Direction of Traffic	All	Required		23,500.00
Temporary Signs	2,170	sq.ft.	6.00	13,020.00
Oversize Advance Construction Signs	All	Required		3,100.00
Flagmen	430	hour	15.00	6,450.00
Clearing and Grubbing	All	Required		85,000.00
Removal of Structures and Obstructions	All	Required		27,000.00
Ditch Excavation	1,190	cu.yd.	5.00	5,950.00
Embankment in Place	65,900	cu.yd.	3.75	247,125.00
Trench Excavation	1,280	cu.yd.	9.00	11,520.00
Watering	1,150	M-gal.	8.00	9,200.00
Aggregate Shoulders	25,400	ton	4.50	114,300.00
1" - 0 Aggregate Base	600	ton	9.00	5,400.00
Asphalt Concrete Mixture	5,000	ton	7.00	35,000.00
Asphalt Cement in Mixture	320	ton	100.00	32,000.00
Class A Concrete in Box Culverts	60	cu.yd.	155.00	9,300.00
Reinforcement in Box Culverts	7,800	lb.	0.45	3,510.00
12-inch Culvert Pipe	120	lin.ft.	8.00	960.00
15-inch Culvert Pipe	2,300	lin.ft.	11.00	25,300.00
18-inch Culvert Pipe	270	lin.ft.	15.00	4,050.00
24-inch Culvert Pipe	520	lin.ft.	20.00	10,400.00
30-inch Culvert Pipe	380	lin.ft.	32.00	12,160.00
36-inch Culvert Pipe	630	lin.ft.	42.00	26,460.00
42-inch Culvert Pipe	180	lin.ft.	55.00	9,900.00
18-inch Arch Type Pipe	40	lin.ft.	20.00	800.00
Concrete Manholes	6	only	500.00	3,000.00
Concrete Inlets, Type G-1	5	only	225.00	1,125.00
Concrete Inlets, Type G-2MH	1	only	260.00	260.00
Concrete Inlets, Type M-0	10	only	450.00	4,500.00
Concrete Inlets, Type M-E	56	only	450.00	25,200.00
Guard Rail, Type 2A	20,500	lin.ft.	5.90	120,950.00
Guard Rail, Type 3	900	lin.ft.	17.60	15,840.00
Guard Rail Anchors, Type 1	30	only	385.00	11,550.00
Guard Rail Anchors, Type 2	24	only	275.00	6,600.00

Extra for Guard Rail Bridge Connections	50 only	385.00	19,250.00
Rail End Pieces, Type A	14 only	9.00	126.00
Rail End Pieces, Type C	30 only	140.00	4,200.00
Concrete Curbs	28 cu.yd.	78.00	2,184.00
Concrete Islands	200 cu.yd.	96.00	19,200.00
Concrete Barrier	2,000 lin.ft.	17.00	34,000.00
Impact Attenuators	All Required		51,700.00
Paved Culvert End Slopes	11,000 sq.ft.	1.75	19,250.00
Loose Riprap, Class 100	300 cu.yd.	25.00	7,500.00
Guide Posts	520 only	14.30	7,436.00
*Guide Posts, Flexible	50 only	30.80	1,540.00
Roadside Seeding and Mulching	40 acre	470.00	18,800.00
Signing			
Removal of Existing Sign Installations	All Required		4,400.00
Painted Wood Sign Posts	All Required		1,650.00
Sign Support Footings	All Required		15,400.00
Breakaway Sign Posts	All Required		33,000.00
Sign Bridge at Sta. 1047+15 Rt.	All Required		36,300.00
Cantilever Sign Structure at Sta. 1063+30 Rt.	All Required		11,000.00
Structure Mounts	All Required		2,200.00
Type "A" Signs in Place	1,103 sq.ft.	12.10	13,346.30
Type "D" and "R" Signs in Place	135 sq.ft.	7.70	1,039.50
Move and Reinstall Existing Signs	All Required		4,400.00
Sign Illumination Equipment	All Required		5,000.00
Thermoplastic Pavement Arrows	2 only	220.00	440.00
Illumination			
Removal of Illumination Poles	18 only	170.00	3,060.00
Reinstall Illumination Poles	18 only	730.00	13,140.00
Traffic Signals			
Traffic Signal Installation, Complete	All Required		64,275.00
			$1,392,266.80

*Experimental, Category 2

Additional Items		
Permanent Pavement Striping	All Required	$ 1,000.00
Temporary Erosion Control	All Required	5,000.00
Controller Testing	All Required	1,000.00
On-the-Job Trainees (5 @ $800)	All Required	4,000.00
		$ 11,000.00
	Subtotal	$1,403,266.80
	Engineering	140,326.20
	Total	$1,543,593.00

Length of Roadway - - - 0.0 miles

Federal Funds -	$1,424,273.00
State Funds -	119,320.00
Total	$1,543,593.00

Group No. 1 - 100%

Contract No. 8010

Prefix 622-1052

N. ALBANY INTERCHANGE-LEBANON RD. INTERCHANGE SECTION

Nonparticipating State Work

State Responsibility for Damages	All Required	$ 2,000.00

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 6, 1976

FILE:

RDChurch for

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8010, Work Completed August 28, 1975

Project North Albany Interchange-Lebanon Road Interchange

Highway Pacific, County Linn

Type of Work Grading, Paving, Guardrail, Signing & Traffic Signals

Contractor Morse Brothers, Inc.

Recommended Acceptance Date February 6, 1976

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

APPROVED
FBKlaboe
STATE HIGHWAY ENGINEER
DATE: 2-6-76

RDC:re

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

RECEIVED
STATE HWY ENGR
FEB 6 '76
REFER TO
FOR

-8010

February 11, 1976

Safeco Insurance Co.
1500 SW First Ave.
Portland, OR 97201

Gentlemen:

On February 10, 1976, we wrote to you concerning release of final payment on Contract No. 8010 awarded to Morse Bros., Inc. for work on the North Albany Interchange-Lebanon Road Interchange Section of the Pacific Highway in Linn County.

Final payment on this contract is $4,916.34 and the total contract amount is $1,392,502.97 including $15,667.48 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Morse Bros., Inc.
East Grant Street
PO Box 7
Lebanon, OR 97355

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8010

43

October 21, 1975

Morse Bros., Inc.
East Grant Street
Post Office Box 7
Lebanon, OR 97355

Gentlemen:

We have reviewed your second request for time extension on Contract No. 8010 for work on the N. Albany-Lebanon Road Interchange Section of the Pacific Highway in Linn County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 76 days is granted because of late added work orders, primarily Price Agreement No. 17 and Extra Work Order 9. This extension is expected to delete all liquidated damages.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Robert Church
Dick Hacek

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 16, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project I-5-4(78)228
N Albany-Lebanon Road Interchange Section
Request for Time Extension

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: H. S. Coulter

Your letter of October 8 requests an extension of time on the subject project.

Due to the additional work under Price Agreement No. 17 and Extra Work Order No. 9 we concur with your reuqest for an extension of 76 days.

G.K. [illegible]
for G. L. Green

RECEIVED
OCT 20 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 20 '75
REFER TO Coulter
FOR

Info	Inves	R/D	D/R	Sign	Att	File
					✓	

8010

45

DATE October 8, 1975

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Second Request for Time Extension
N. Albany-Lebanon Rd. Int. Section
Contract No. 8010
FAP No. I-5-4(78)228

The contractor has requested an additional 60 days because of late added work orders, primarily Price Agreement No. 17. A previous extension has been granted because of utility delays which affected grading in part of the project and delayed it into another season. That extension increased the time to 404 calendar days which expired June 30. Liquidated damages accrue at $200 a day.

Price Agreement No. 17 covers significant added work to upgrade the illumination at two interchanges. It was approved April 29, 1975, in the amount of $31,575, which does not include the cost of some illumination poles furnished by the State. It included furnishing and installing 44 frangible bases which, at that time, were estimated to have a June delivery date. The contractor's new request for extension points out that these bases were shipped in late July. All other work was virtually completed when the time expired June 30. The State-furnished illumination poles were delivered to the project on August 8. The following week a subcontractor was proceeding with the Price Agreement 17 work and all work was thought to be completed August 28 with 463 days counted, or 59 days beyond the extended time.

Subsequently, at the final inspection of the project (and after this latest request for extension was first analyzed), some additional work was found to be necessary: five additional work items including additional guide posts and pavement markers, permanent erosion control and contouring around pole bases. This work will be done under Extra Work Order 9 just approved in the amount of $4,000. This work is expected to be completed by October 10 after an interim "stop work" order. An additional 17 days time is expected to be attributed to this late Extra Work Order 9.

We recommend extension for a total of 76 days to delete all liquidated damages. Your concurrence is requested.

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Richard Hacek
Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 3, 1975

FILE: CON 5 #8010

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: N. Albany-Lebanon Rd. Int.
Contract No. 8010
Second Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Morse Bros. requested an additional 60 days because of late added work orders, primarily Price Agreement No. 17. A previous extension has been granted because of utility delays which affected grading in part of the project and delayed it into another season. That extension increased the time to 404 calendar days which expired June 30. Liquidated damages accrue at $200 per day.

Price Agreement No. 17 covers significant added work to upgrade the illumination at two interchanges. It was approved April 29, 1975 in the amount of $31,575 which does not include the cost of some illumination poles which were furnished by the State. It included furnishing and installing 44 frangible bases, which at that time were estimated to have a June delivery date. The contractor's new request for extension points out that these bases were shipped in late July. All other work was virtually completed when the time expired June 30. The State furnished illumination poles were delivered to the project on August 8. The following week a subcontractor was proceeding with the P.A. 17 work and all work was thought to be completed August 28 with 463 days counted, or 59 days beyond the extended time.

Subsequently (and after this request for extension was first analyzed) at the final inspection of the project, some additional work was found to be necessary. It is for 5 additional work items including additional guide posts and pavement markers, permanent erosion control and contouring around pole bases. It will be done under E.W.O. 9 just approved in amount of $4,000. This work is expected to be complete by October 10 after an interim "stop work" order. An additional 17 days time is expected to be attributed to this late E.W.O. 9, so we recommend extension for a total of 76 days to delete all liquidated damages.

This is an Interstate project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
OCT 7 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8010 Contractor Morse Bros., Inc.

Highway Pacific

Section N. Albany Int. - Lebanon Road Int.

Kind of Work Grading, Paving, Guard Rail, Signing, Signals, & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] **GRANTED**. The reasons for such recommendation are as follows:

All contract work is complete except for installing frangible bases under 44 existing or relocated illumination poles. This work is covered by Price Agreement No. 17. In negotiating this Price Agreement the contractor did not include in his costs provision for anticipated liquidated damages. The frangible bases were not delivered until August 7, 1975.

Work on P.A. No. 17 has resumed and completion within the requested time extension is a reasonable expectation.

E.W.O. 9 Obligated further
JB.

JMartin
Res. Engr.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	8010
Project designation	Federal-Aid Interstate (State Federal)
Date awarded	April 29, 1974
Work started	May 22, 1974
Per cent completed	98 (August 13, 1975) (Date)
No. of Workdays Allowed	404
No. of Workdays Used	448
No. of Added Workdays Requested	60

SP*8296-734

E-230 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date .... , 19 .....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .... days to .... days, within which to complete our Contract No. ...., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

....
Contractor

By ....

CONSENT OF SURETY

Date ...., 19......

We, ...

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

....
Attorney-in-fact

(SEAL)

....
Resident Agent

E-330 (Rev.)—8M—9-64

RECEIVED
AUG 12 1975
☒ RE ☐ AR ☐ OE ☐ CI ☐ IN

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 1, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calendar Days from 404 days to 464 days within which to complete our Contract No. 8010, without the assessment of liquidated damages. The said contract is described as follows:

N. Albany Interchange - Lebanon Rd. Interchange

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

- Unable to acquire the frangible bases for price agreement No. 17. Shipment of the bases was July 25th 1975.
- Also we were issued extra work orders after the June 30th completion date.

Respectfully submitted,

MORSE BROS., INC.
Contractor

By Robert Christman
Construction General Manager

CONSENT OF SURETY

Date August 8, 1975

We, Safeco Insurance Company of America

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Kenneth I. Toomb
Attorney-in-fact
KENNETH I. TOOMB

(SEAL)

Resident Agent

8010-

13

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 8, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM for C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-5-4(78)228

SUBJECT Request Contract Acceptance

Contract 8010, Work Completed 8-28-75

Project N. Albany Intchge. - Lebanon Rd. Intchge.

Highway Pacific

County Linn

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 9, 1975

for G. L. Green
Division Administrator

NOTED
H.S. COULTER

RECEIVED
TATE HWY ENGR
SEP 23 '75
R TO
F R

RECEIVED
SEP 23 1975
Office of
Assistant State Highway Engineer

RDC:bz
cc: F. B. Klaboe
C. T. Keasey
R. D. Church

8010

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: North Albany Int. - Lebanon Road Int.

WEEK ENDING: September 6, 1975

SECTION PREFIX: 622-1057

HIGHWAY: Pacific

COUNTY: Linn

NAME OF JOB: N. Albany Int. - Lebanon Road Int.

KIND OF WORK: Grading, Paving, Guard Rail, and Signing

CONTRACTOR: Morse Bros., Inc.

CONTRACT NUMBER: 8010

FEDERAL AID PROJECT NUMBER: I-5-4(78)228

DATE OF CONTRACT: April 29, 1974

DATE WORK STARTED: May 22, 1974

ESTIMATED COMPLETION DATE: August 28, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK: 2

MEN: 2

SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 404

CALENDAR DAYS USED: 463

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 115%

PROJECT AUTHORIZATION: $ 1,580,025.15

EXCLUSIVE OF ENGINEERING: $ 1,468,503.81

ENGINEERING AUTHORIZATION: $ 112,421.34

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,452,731.49

ENGINEERING COST TO DATE: $ 135,865.42

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.1 %

PERCENT OF AUTHORIZATION: 121 %

DATE PROJECT WAS COMPLETED: August 28, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.84	6.84			
MILES PARTIALLY COMPLETED	6.84	6.84			
MILES COMPLETED	6.84	6.84			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	65,900 C.Y.	25,400 ton			
TOTAL QUANTITIES CORRECTED TO DATE	51,623 C.Y.	23,750 ton			5,000 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	51,623 C.Y.	23,750 ton			4,007 ton
AVERAGE DAILY QUANTITIES					4,007 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 - pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 31	Partly cloudy	0		
MONDAY 1	Partly cloudy	0		
TUESDAY 2	Fair	0		
WEDNESDAY 3	Fair	0		
THURSDAY 4	Fair	0		
FRIDAY 5	Fair	0		
SATURDAY 6		0		

K

RECEIVED
9 SEP 8 1975
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	Subcontractor conducted miscellaneous clean-up. State forces conducted miscellaneous shoulder patching operations.under S.F.O #8.
WEDNESDAY	Subcontractor continued miscellaneous clean-up. State forces completed shoulder patching under S.F.O. #8.
THURSDAY	Subcontractor completed miscellaneous clean-up operations.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

SIGNED J. M. Martin, Res. Eng. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Willamette River
Linn County
Highway Job No. 80

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

North Albany Intchg.-Lebanon Rd.
Pacific Highway

Expires: 5-17-76

MATERIAL REMOVAL PERMIT NO. 1559-Renewal

MORSE BROS., INC.

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox
William S. Cox, Director

May 7, 1975
Date

141-31-06-74

ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1559

1. At the project's completion the stream shall be placed in a single channel.
2. All potholes or removal pits shall be leveled or connected to the stream at the end of season's work.
3. Areas of streambank disturbance shall be seeded or planted with grass and shrubs, or protected with clean, erosion resistant rock.
4. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

May 7, 1975

PURCHASE ORDER

STATE OF OREGON

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 340438

SHIP TO: J. H. Versteeg, Room 223, State Highway Building, Salem, Oregon 97310

BILL TO: OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
438 HIGHWAY BUILDING, SALEM, OREGON 97310

P. O. DATE: 3-24-75

ACCOUNT NUMBER:

CREW NUMBER:

BIENNIUM:

BID NUMBER:

NO. INVOICES: 3

CLASS. FUND, PROJECT OR APPROPRIATION:

COMMODITY CODE:

REQ. NO.:

AGENCY NO.: 734

VENDOR:

Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.
IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.
STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.
SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.:

DELIVERY REQUIRED:

TERMS:

QUANTITY ORDERED	UNIT	REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea	/	RENEWAL				
			RemovalFill Permit OSHD No. 80			$50.00	622-1052-900P
			North Albany Int.-Lebanon Rd. Int.				
			Pacific Highway				
			Linn County				
			CREW NO. 007-00				

I Certify the Above Items are within Current Budget Allowance

ORDERED BY:

APPROVED 3-24-75

General Services

DATE 3-24-75

FORM 81-734-1036

ORIGINATOR

N. Albany Int.-Lebanon Rd. Int.
I-5

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE
LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

March 19, 1975

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Highway Job No.	80
Permit No.	1559
Expiration date	5-17-75
Please return by	4-2-75
Fee	$50

DLT Please renew this permit. There is no change in plan from last year.

______ Please renew this permit. Attached are revised application and drawing.

______ I do not wish to renew this permit.

4010 ~ R

PRO 6-2

Robert W. Straub
xxxxxxxxxx

May 6, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. I-5-4(78)228

We hereby request your approval of a minor program change on the subject project to include in the character of proposed work "Adjustment of Utilities" for work by Pacific Northwest Bell Telephone Company at an estimated cost of $25,478.00.

This work has been the subject of previous correspondence with your office and verbal approval was received to proceed with the required adjustments on September 6, 1974.

CL:ljt

Form A-105 (Rev. 8-70)

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8010

Order No. 7

Section N. Albany Int. - Lebanon Road Int.

Date May 5, 1975

Highway Pacific

F.A.P. No. I-5-4(78)228

County Linn

Prefix 622-1052 Account No. 277-07

Description of Work To Be Done: Transport nine luminaire poles with bracket arms stockpiled at the Sutherlin Interchange to the N. Albany and Santiam Interchanges. Transport three luminaire units stored at the Winston maintenance yard to the Albany maintenance yard. Remove luminaire pole sheared off by vehicle at station "D" 1113.

Approval Recommended as of 5-16-75

Location by Station Numbers:

N. Albany Interchange

"B" 12±
"E" 12 ±

Santiam Interchange

"B^2" 133± "D^2" 1096± "D" 1113 ±
"SS" 132± "S^2" 129± "SS" 116 ±
"A" 115±

APPROVED EFFECTIVE DATE 5-19-75
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hossner
G. K. Hossner
TITLE Dist. Engineer
DATE 5/29/75
FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Labor	$ 200.00
Equipment	200.00
Total	$ 400.00

Explanation: These poles will be installed by Contractor under Price Agreement No. 17. The luminaire poles were to be furnished by the State to the installation sites, as the Contractor is not equipped for this work. See the attached sketch for locations.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 1,580,925.15
Present estimate of project cost, including $ 400.00 for work under this order	$ 1,579,494.49
Expected under-run ~~over-run~~ (amount)	$ 1,430.66
Expected under-run ~~over-run~~ (per cent)	0.1 %

Space to right of this line is for use of Salem Office

Submitted by: Warren L. Richards
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved: for
Construction Engineer

SP*72830-734

8010

IS

Form 81-761-3040

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET .... OF .... SHEETS

N. Albany Intchge. - Lebanon Rd. Intchge. Sec.
Pacific Highway
Linn County

April 21, 1975

ESTIMATE OF COST.

ITEM	UNIT	TOTAL	PRICE	AMOUNT
Temp. Prot. & Direct. of Traffic				
Temp. Signing				Est. 5,000.00
Flagging				
Furnishing & Placing Topsoil	Cu.Yd.	50	6.00	300.00
Furnishing & Planting Trees	Each	185	30.00	5,550.00
Furnishing & Planting Shrubs	Each	14,540	5.00	72,700.00
Furnishing & Planting Vines	Each	38,800	.60	23,280.00
Soil Conditioner	Cu.Yd.	3,900	8.00	31,200.00
Bark Mulch	Unit	523	60.00	31,380.00
				$169,410.00
		Eng. & Cont. 13 1/2%		22,870.35
			Grand Total	$192,280.35
		Say $193,000		

OK 4-24-75
Ed

Form 81-734-3040

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

N. Albany Intchge. - Lebanon Rd. Intchge. Sec.
Pacific Highway
Linn County

April 21, 1975

ESTIMATE OF COST.

ITEM	UNIT	TOTAL	PRICE	AMOUNT
Temp. Prot. & Direct. of Traffic				
Temp. Signing				Est. 5,000.00
Flagging				
Furnishing & Placing Topsoil	Cu.Yd.	50	6.00	300.00
Furnishing & Planting Trees	Each	185	30.00	5,550.00
Furnishing & Planting Shrubs	Each	14,540	5.00	72,700.00
Furnishing & Planting Vines	Each	38,800	.60	23,280.00
Soil Conditioner	Cu.Yd.	3,900	8.00	31,200.00
Bark Mulch	Unit	523	60.00	31,380.00
				$169,410.00
		Eng. & Cont. 13 1/2%		22,870.35
			Grand Total	$192,280.35
		Say $193,000		

RECEIVED
APR 2? 1975
ROAD DESIGN SECTION
A. Olson
Turpin
Scott
Swenson
R. Olson
Trout
Do not file
Return To
Bring Up
Other

OK 4-24-75
Ed11

75

FORM 81 734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 5, 1975

FILE: 622-1052

FROM: G. W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Roadway Illumination
N. Albany-Lebanon Rd. Section
Pacific Interstate Highway
Contract 8010

Your January 28, 1974, note on the bottom of Bridge Administration Engineer R. W. Ellison's January 24, 1975, letter, a copy of which is attached for your convenience, asked this office if we should secure a PA on the current project or go with a separate contract.

All indications are that we will be able to secure a reasonable price agreement. This has been discussed with your staff. Therefore, it is respectfully requested that arrangements be made to delete the proposed illumination contract from the schedule of bid lettings.

GWW/db
Attach.
cc: Warren Richards

Routing
1 Keasey K
2 Bond
3 Jackmond
4 Harwood
Johnsen
Walker

RECEIVED
MAR 6 1975
CONSTRUCTION
SECTION

Scofield S
Glann
Berg

1 ✓

2

8010

January 24, 1975

Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8010 for work on the N. Albany Interchange-Lebanon Road Interchange on the Pacific Highway in Linn County.

Careful consideration was given to the reasons you submitted. In light of the available facts, a 204-day extension which would extend to about June 30, 1975 is granted. This is because of utility relocations and added change orders.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
C. O. Fredrickson

JAB:fr dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8010 Contractor Morse Bros., Inc.

Highway Pacific

Section N. Albany Int.-Lebanon Rd. Int.

Kind of Work Grading, Paving, Guard Rail, Signing and Traffic Signals.

It is recommended that the request for increase in the number of calendar ~~work~~days within which to complete said contract be **GRANTED**. The reasons for such recommendation are as follows:

The key utility adjustment was so belated in 1974, that grading in the Cox Creek Channel could not be completed before weather shut the project down for the fall. It is appropriate to grant sufficient time in the Spring of 1975, to complete this grading and related items. This will amount to a 204 calendar day extension. The other items on which the contractor basis his request which are primarily work added to the contract can and should be completed within that time frame.

Recommended for Approval:

REGION CONSTRUCTION ENGINEER

Construction Engineer or ~~Bridge Engineer~~

Asst State Highway Engineer

Contract No. 8010

Project designation Federal Aid-Interstate
State-Federal

Date awarded April 29, 1974

Work started May 22, 1974

Per cent completed 83 Jan. 3, 1975
Date

No. of calendar ~~Work~~days Allowed 200

No. of calendar ~~Work~~days Used 227

No. of Added calendar ~~Work~~days Requested 204

SP*0206-734

E-3[illegible] (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 6, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ CALENDAR DAYS from 200 days to 306 days, within which to complete our Contract No. 8010, without the assessment of liquidated damages. The said contract is described as follows: grading, paving, guardrail, signing & traffic signals-N. Albany Intchge.-Lebanon Rd. Intchge.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED DOCUMENTATION

Respectfully submitted,

MORSE BROS., INC.
Contractor

By Robert A. Christensen Gen. Supt.

CONSENT OF SURETY

Date November 5, 1974

We, Safeco Insurance Company of America, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Kenneth I. Toomb
Attorney-in-fact

Patricia L. King
Resident Agent

(SEAL)

#9010

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-4(78)228
N. Albany Interchange-Lebanon Road Interchange
Time Extension Request

DATE: January 20, 1975

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. H. S. Coulter, Asst State Highway Engineer

Your request for an extension of time has been reviewed and we find that the major cause for delay was the unanticipated conflict with the gas line and a telephone cable.

The type of work remaining must be accomplished in favorable weather conditions; therefore, we concur in the 204-day extension request.

G.K. Hassner
for G. L. Green

RECEIVED
STATE HWY ENGR
JAN 23'75
REFER TO
Coulter
FOR
Info | Inves | R/D | D R | Sign | Act | File

RECEIVED
JAN 23 1975
Office of
Assistant State Highway Engineer
1-23-75

8010

January 15, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request
N. Albany Int.-Lebanon Rd. Int.
FAP No. I-5-4(78)228
Contract No. 8010

The contractor has requested a time extension because of unanticipated telephone and gas line relocations, several change orders, and a minor delay for added work to clean up an accident oil spill (not done under the contract).

This safety job had a tight one-season time (which is why the time is expressed in straight calendar days).

In early August 1974 an unanticipated conflict with both a gas line and a telephone cable became apparent; this was just north of the Santiam Highway Interchange. Neither was shown on the plans nor covered in the special provisions. The contractor was able to pursue work in other areas for awhile. At the end of August, the contract was theoretically on schedule (53 percent complete with 52 percent of time gone). However, the telephone conflict was not eliminated until October 23, too late in the season for grading work here.

The project is now 83 percent completed. The utility relocations delayed grading type work (special ditch and channel change) which can only be completed at low water and drier site conditions next spring. Other changes covered by work orders are less dependent on ground conditions and will probably be done first.

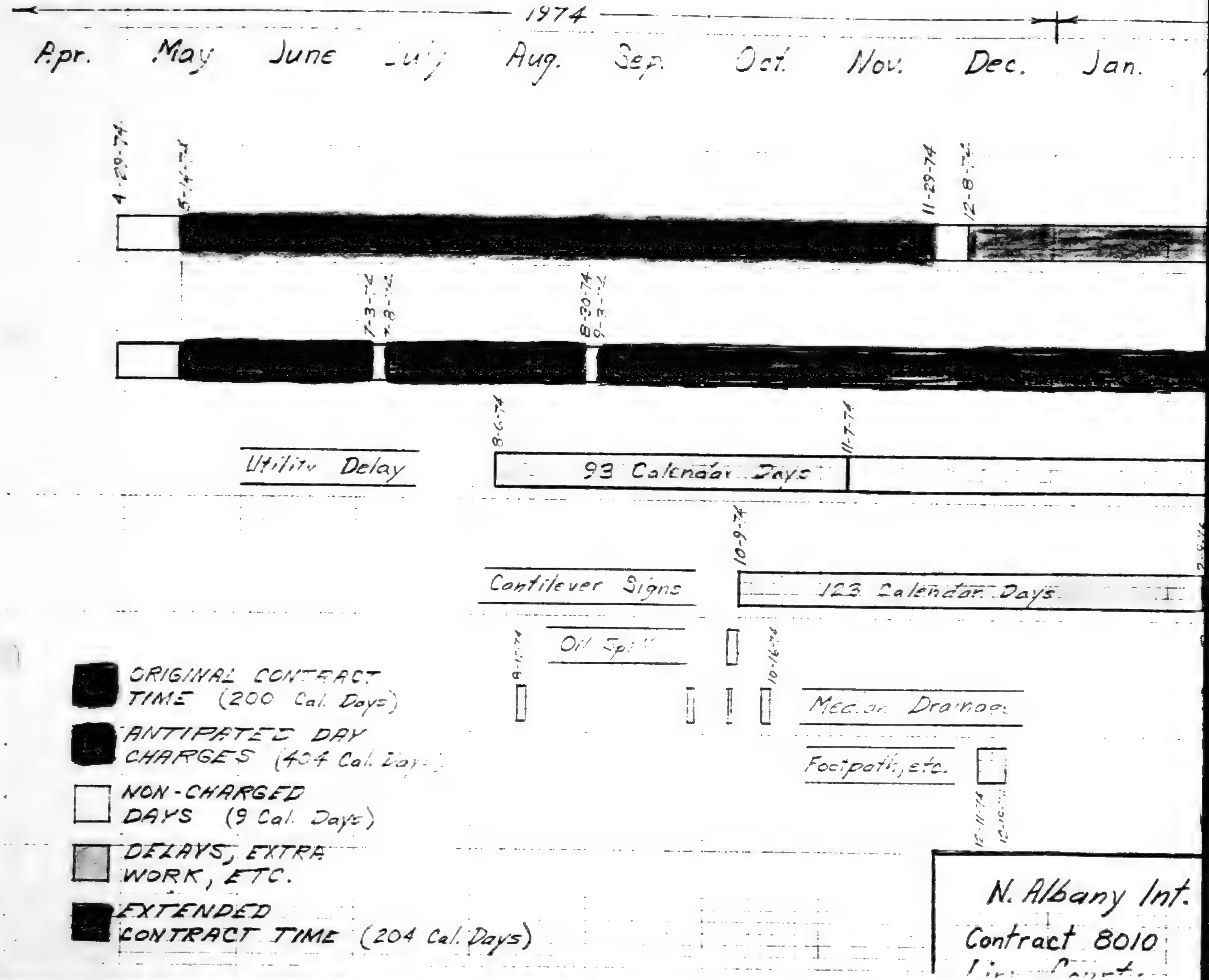
A graph of the time perspectives on the above is attached.

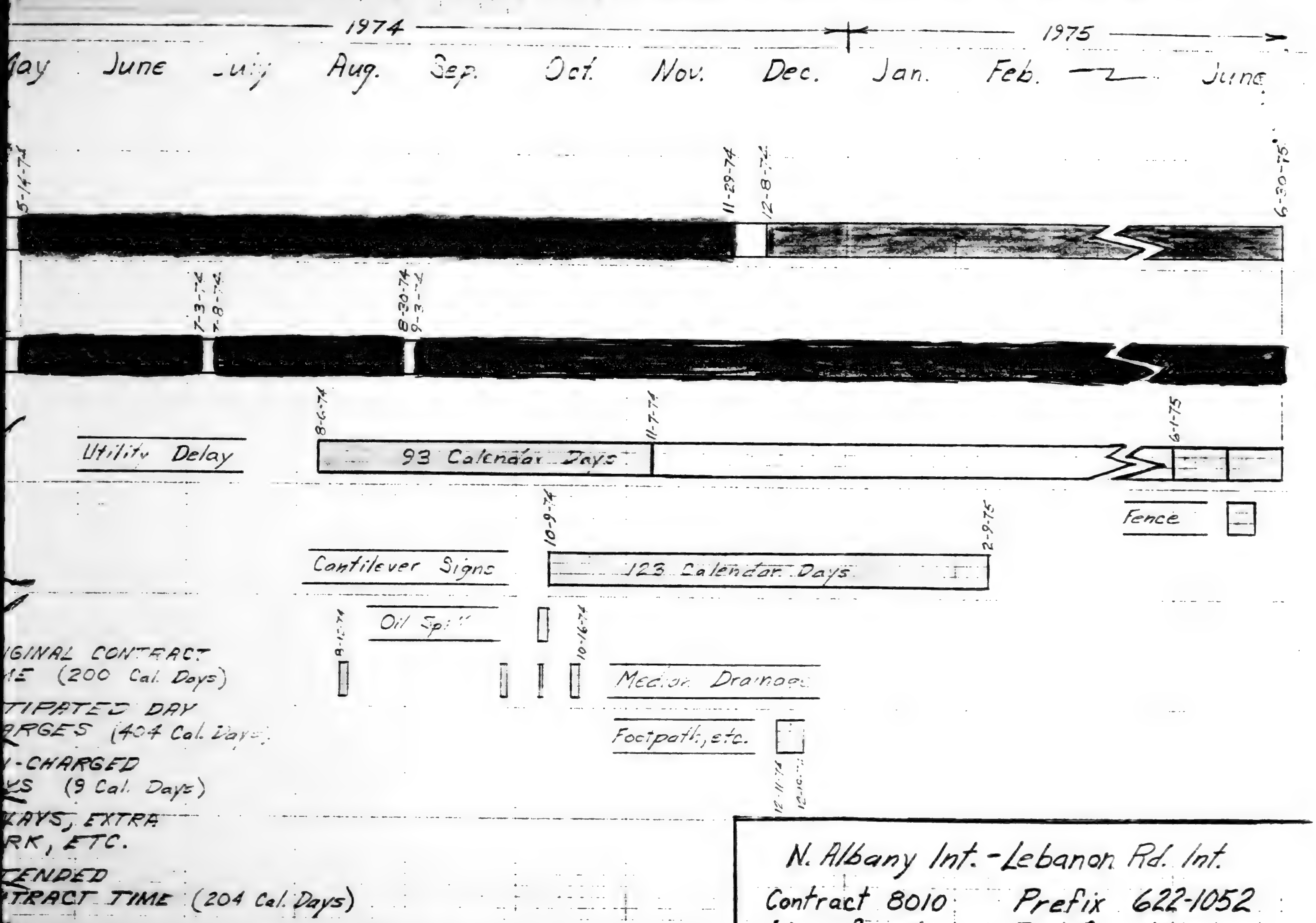
We believe the delay is valid and beyond the contractor's control. Your concurrence is requested in a 204-day extension, which would be to about June 30, 1975. Time liquidated damages have accrued at $200 per day since December 8, 1974.

Att.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

JAB:FR ia


1974
Apr.
May
June
July
Aug.
Sep.
Oct.
Nov.
Dec.
Jan.
4-29-74
5-14-74
11-29-74
12-8-74
7-3-74
7-8-74
8-30-74
9-3-74
8-6-74
11-7-74
Utility Delay
93 Calendar Days
10-9-74
Cantilever Signs
123 Calendar Days
Oil Spill
9-1?-74
10-16-74
Median Drainage
Footpath, etc.
12-11-74
12-1?-74
ORIGINAL CONTRACT TIME (200 Cal. Days)
ANTIPATED DAY CHARGES (404 Cal. Days)
NON-CHARGED DAYS (9 Cal. Days)
DELAYS, EXTRA WORK, ETC.
EXTENDED CONTRACT TIME (204 Cal. Days)
N. Albany Int.
Contract 8010



N. Albany Int.-Lebanon Rd. Int.

Contract 8010 Prefix 622-1052

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 13, 1975

FILE: CON 5 #8010

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: N. Albany Int.-Lebanon Rd. Int.
Contract No. 8010
Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Morse Bros. request a 100-day extension because of unanticipated telephone and gas line relocations, several change orders and a minor delay for added work in the area to clean up an accident oil spill (not done under the contract).

This safety job had a tight one season time (which is why the time is expressed in straight calendar days).

In early August, an unanticipated conflict with both a gas line and a telephone cable became apparent. Neither was shown on the plans, nor is covered in special provisions. For awhile the contractor could pursue work in other areas. I note that at the end of August, the contract was theoretically on schedule (53% done with 52% of time gone). However, the telephone conflict was not eliminated until October 23, too late in the season for grading work here.

The project is now 83 percent done. The utility relocations delayed grading type work (a special ditch) and a channel change which can only be completed at lower water and drier site conditions next spring. Other changes covered by work orders is less dependent on ground conditions and will probably be done first.

The Resident Engineer's graph of the time perspectives on the above is attached.

We concur the delay is valid and beyond the contractor's control and recommend the 204 day extension to about June 30, 1975. Time liquidated damages have accrued at $200 per day since December 8, 1974.

This is an Interstate project. Rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
JAN 14 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8010

Order No. 5

Section N. Albany Int.-Lebanon Rd. Int.

Date December 18, 1974

Highway Pacific

F.A.P. No. I-5-4(78)228

County Linn

Prefix 622-1052

Account No. 279-05

Description of Work To Be Done: Make temporary repairs to restore water service to State Motor Vehicle Building.

1-15-75

G. K. Hossner
G. K. Hossner
Dist. Engineer
1-28-75

Location by Station Numbers:

"A" 112+94

Estimate of Quantities and Costs:

Labor	$150
Equipment	--
Materials	$150
Total	$300

Explanation: A two inch P.V.C. waterline was broken by the contractor when excavating for a cantilever sign footing at the location specified by the State. Permanent repairs will be made by the contractor after the footing has been placed. The materials purchased by this order will be utilized in the permanent repairs.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,580,925.15
Present estimate of project cost, including $300.00 for work under this order	$1,531,920.01
Expected under-run (amount)	$49,004.14
Expected under-run (per cent)	3.1%

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... Regional Engineer

Approval Recommended: .... For: Construction Engineer or Bridge Engineer

Approved: .... Construction Engineer

DC

1-20-75

SP*72630-734

#2010

NOTED
H. S. COULTER

FILE: 622-1052

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 15, 1974

Routing
Jackmond
Harwood
Johnson
Walker
Scott
Glenn
Berg

RECEIVED
NOV 19 1974
CONSTRUCTION SECTION

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Concrete Pavement Deficiencies
North Albany Interchange-
Lebanon Road Section
Pacific Interstate Highway

Following my October 21, letter to Frank Terpin concerning the subject matter, Assistant State Highway Engineer, H. S. Coulter asked that further efforts be made to securing FHWA participation.

In order to make a formal presentation, the deficiencies cited by John Del Val were field checked. As noted in the attached November 8, 1974, letter from Resident Engineer, Warren Richards, three of the five locations purported to be within the limits of the subject project, were not. The other two are so minor that both Mr. Richards and Assistant District Engineer, Lynn McKibben do not recommend jacking or other grade corrections at this time.

Therefore, insofar as this project is concerned, the matter should be dropped. Please so advise Mr. Coulter.

RECEIVED
NOV 20 1974
Office of
Assistant State Highway Engineer

GWW/elk
Attach.
cc: Dave Moehring
Howard Johnson
Warren Richards

Copy to:
H S Coulter
11-20-74

8010

J

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: Contract 8010

November 6, 1974
Salem, Oregon

ORIGINAL SIGNED
R.W. ELLISON

FROM: R. W. Ellison
Bridge Administration Engineer

TO: Mr. Gerald W. Wimer
Region Construction Engineer

SUBJECT:
Roadway Illumination
No. Albany Int.-Lebanon Rd. Sec.
Pacific Interstate Highway

Your letter of October 21, 1974 recommending time clock turn off of part of the illumination has been given due consideration.

Such an arrangement would still require additional circuitry as well as added equipment costs. Hence our original comments still stand.

In addition, such an arrangement is contrary to FHWA Notice N 5160.4 (enclosed) which states: "The FEO recommendation to decrease lighting levels after rush hours and after 11:30 p.m. does not apply to freeway lighting. This recommendation pertains to lighting on highways and thoroughfares where lighting levels are considerably in excess of ANSI and AASHTO minimum standards. Levels on freeways should be constant through the hours of darkness and lights should not be turned off at an arbitrary hour such as midnight".

The above notice also states: "If turning off of some of the lights results in a uniformity ratio exceeding 4:1, then the lights should not be turned off".

"If States have turned off lights on the Interstate system so the maintained lighting level is considerably below the FEO guidelines, steps should be initiated to bring the level up to the guideline levels, but if possible not to exceed the recommended illumination and uniformity".

GJB/RMD/ag

cc E. S. Hunter
~~H. S. Coulter~~
C. Fredrickson
A. Shirley
G. Ballard

RECEIVED
NOV 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT	FHWA NOTICE
Lighting on Federal-Aid Highways	N 5160.4 May 22, 1974

1. PURPOSE. To supplement the April 26, 1974, letter from Dr. John H. Gibbons of the Federal Energy Office (FEO) to the Governors of the States indicating that the States should have the opportunity of taking their own initiative in reducing energy requirements for highway illumination. The "Guideline" for illumination with the letter states "Maintain ANSI recommended level as maximum on all freeways, ramps, and interchanges (0.6 horizontal footcandles)" and "Uniformity of lighting should be maintained in all areas to avoid driver confusion or glare."

   This Notice provides more details pertaining to Federal-aid highways.

2. BACKGROUND. Lighting design levels on the Interstate and Federal-Aid Primary System have followed the recommendations of the AASHTO "Informational Guide for Roadway Lighting." Current AASHTO standards for freeways suggest a maintained illumination of 0.6 to 0.8 footcandles on the traveled way with an average illumination to minimum illumination uniformity ratio of between 3:1 and 4:1. Most Interstate lighting installations are at the 0.6 maintained footcandle design level. The ANSI (American National Standards Institute) standard, mentioned in the FEO letter, suggests 0.6 maintained footcandle as minimum for freeways with a uniformity ratio of no poorer than 3:1. The AASHTO and ANSI recommendations are in fairly close conformity.

   The AASHTO and ANSI recommended footcandle levels for streets and highways other than freeways are also very close. As stated in IM 40-2-71 (Volume 6, Chapter 8, Section 2, Subsection 4 of the Federal-aid Highway Program Manual) dated April 23, 1971, on the subject of "Participation in Highway Lighting," there may be Federal-aid participation for warranted lighting projects on streets and highways when in reasonable conformance with criteria shown in the Guide. Where very high levels are proposed, Federal participation has been limited to the applicable pro rata which is considered representative of the cost to provide illumination levels in reasonable conformance with the Guide.

3. ACTION. In reviewing present or proposed installations care should be taken in the State's design so that uniformity ratios of 3:1 to 4:1 or better are preserved. If the turning off of some lights results in a uniformity ratio exceeding 4:1, then the lights should not be turned off.

DISTRIBUTION: Headquarters
Regions
Divisions

RECEIVED
JUN 6 1974
BRIDGE DIVISION

OPI: HTO-23

In designing new installations, 0.6 maintained footcandle should be the desirable goal. In the design stage, care should be taken so that the maximum allowable AASHTO uniformity ratio of 4:1 is not exceeded. It is anticipated that this will not present a problem in installations using high mast poles and luminaires. In conventional type lighting installations, especially those using the high pressure sodium lamp, uniformity could be a problem. The maximum of 4:1 uniformity ratio shall be the controlling factor, i.e. adjust the pole spacing for footcandle level as close to 0.6 footcandle as possible, but if the uniformity ratio is poorer than 4:1, pole spacing should be decreased until the 4:1 ratio is attained, even though the 0.6 footcandle is slightly exceeded.

As an example of an installation where some lights might be turned off, there have been systems designed and installed with much higher lighting levels than 0.6, for TV surveillance, but the TV equipment was postponed for later consideration. Another example is the high mast installation where improvement in light sources since the design have resulted in lighting levels above the ANSI minimums. In some cases, especially with the high mast type of system, luminaires might be disconnected if the uniformity ratios are not materially affected. Caution should be taken not to remove the lamp alone, but to completely disconnect the luminaire and ballast. The removal of the lamp only will result in the continued consuming of some energy and also is likely to damage the auxiliary equipment

If States have turned off lights on the Interstate System so the maintained lighting level is considerably below the FEO Guidelines, steps should be initiated to bring the level up to the Guideline levels, but if possible not to exceed the recommended illumination and uniformity.

The FEO recommendation to decrease lighting levels after rush hours and after 11:30 p.m. does not apply to freeway lighting. This recommendation pertains to lighting on highways and thoroughfares where lighting levels are considerably in excess of ANSI and AASHTO minimum standards. Levels on freeways should be constant through the hours of darkness and lights should not be turned off at an arbitrary hour such as midnight.

Past policies of Federal participation for safety rest area lighting, sign lighting, and lighting of streets and highways other than specifically mentioned above remain unchanged.

Ross W. Krause

For H. A. Lindberg
Associate Administrator for
Engineering and Traffic Operations

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 622-1052

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

November 5, 1974

FROM: Gerald W. Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

TO: Allen C. Harwood
CONSTRUCTION FIELD ENGINEER

SUBJECT: Design Review Trip Item
Under Designed Shoulders
North Albany-Lebanon Road Sec.
Pacific Interstate Highway

Your August 12, 1974, Memo to the Files relative to the design review trip earlier this summer indicated I "was going to give some consideration to submitting an extra work order for removal and beefing up the shoulder section."

This was discussed with FHWA Area Engineer, Paul Riedl numerous times in the subsequent interval. He always wanted to make a field inspection. This was done Thursday, October 31.

At that time, he indicated the matter had been thoroughly reviewed in his own shop. Although, we have every evidence of underdesign, his people still consider any needed revision or repairs, as maintenance.

The break-up on this particular project is serious enough, that we should not let it drop with this particular answer. However, since I wasn't successful, possibly you have another approach in mind.

1 Versteeg U
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEI
SECTION

GWW/elk
cc: Hal Versteeg ✓
Howard Johnson
Warren Richards

#8010

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 21, 1974

FILE: 622-1052

NOTED
H. S. COULTER

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Concrete Pavement Deficiencies
North Albany-Lebanon Road Sec.
Pacific Interstate Highway

TO: Frank Terpin
FINAL DESIGN ENGINEER

Thank you for your October 15, 1974, letter and its attachment listing the concrete pavement deficiencies on the North Albany Interchange-Lebanon Road Section.

These deficiencies were reviewed with FHWA Area Engineer, Paul Riedl and OSHD Maintenance Engineer, Dave Moehring. Mr. Riedl indicates as strong as he can without an official written request that the correction of these deficiencies by the jacking method would not be eligible for interstate funding. Therefore, Mr. Moehring agrees it would not be appropriate to handle this matter under the existing contract.

Our District Maintenance Engineer at Corvallis, Howard Johnson will undoubtedly inspect each of these locations brought to our attention by Mr. Del Val. The corrections that are necessary, considering our existing budget condition, will undoubtedly be arranged through the purchase requisition method by Mr. Johnson.

1 Versteeg
A. Olsen
2 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 2? 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return to
Bring P
Other

GWW/elk
cc: Dave Moehring
C. T. Keasey
Howard Johnson
Warren Richards

Del Val [illegible] that [illegible] be [illegible]
in [illegible] safety projects. –
Told Wimer to proceed with written request to
FHWA. — HSC 10-2?

8010

I-5

Salem, Oregon

October 15, 1974

G. W. Wimer
Region 2 Construction Engineer

F.E.T.

Frank E. Terpin
Final Design Engineer

Concrete Pavement Deficiencies
N. Albany-Lebanon Road Section
Pacific Highway
Linn County

Enclosed please find a letter to Dave Moehring from John Del Val of Del Val, Inc. giving an inventory of concrete pavement deficiencies throughout the state.

We have reviewed this list and find that on the North Albany-Lebanon Road Section now under contract there are five locations on the southbound lane that require pavement corrections by the jacking method. Refer to Sheet 6 of the enclosed letter for these locations.

Would you please confer with Dave on any action you wish to take on this. You may wish to include the work under the existing contract.

WEC:fw
Enc.
cc: C. T. Keasey - w/enc.

RECEIVED
OCT 15 1974
ROAD DESIGN SECTION

✓ Swenson
R. Olson
Trout
Other

DELVAL, INC.

P.O. BOX 23542
PORTLAND, OREGON 97223
503/620-2299

August 9, 1974

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
OCT 9 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Bring Up __/__/__
Other

NOTED
H. S. COULTER

Highway Division
Department of Transportation
State of Oregon
Salem, Oregon

Re: Concrete Pavement Jacking

Attn: Mr. David H. Moehring
Maintenance Engineer

Dear Sirs:

Attached is our Inventory of Concrete Pavement Deficiencies, showing location and our estimated quantity of grout required for correction. A breakdown of these quantities is as follows:

Eastern Oregon Pendleton, La Grande, Lime	2255 Cu. Ft.
Southern Oregon Ashland, Medford, Grants Pass	3455 Cu. Ft.
Southern Willamette Valley Eugene, Cottage Grove, Albany	8105 Cu. Ft.
Portland Vicinity Metro Portland, Wilsonville	2200 Cu. Ft.
TOTAL:	16015 Cu. Ft. [illegible]

For estimating purposes I would suggest using a figure of $14.75 per cubic foot of grout, which would include all labor, material and equipment, and traffic control.

Sincerely,

John Del Val

John Del Val, Pres.
Del Val, Inc.

Hal Versteeg.
You rec'd a visit and [illegible] from DelVal — this inventory is his analysis of locations where pavement jacking is needed. [illegible] may help [illegible]
Use if appropriate.

DELVAL, INC.

P.O. BOX 23542
PORTLAND, OREGON 97223
503/620-2299

August 9, 1974

Inventory of Concrete Pavement Deficiencies - Oregon

Const. ✓ Interstate 80N - Pendleton Vicinity

Eastbound		Est. Quantity
MP 195.14	West end of a small structure.	90 C.F.
MP 195.17	East end of same structure.	90 C.F.
MP 205.79	Near Reith Ridge, a very sharp dip, probably a culvert or a pipeline crossing as it is only about 10 ft. long.	60 C.F.
MP 207.30	A dip about .2 by 50 ft. long.	120 C.F.

Westbound		Est. Quantity
MP 205.20	A sag near the top of Reith Ridge.	140 C.F.
MP 195.19	East end of a small structure.	90 C.F.
MP 195.15	West end of the same structure.	90 C.F.

Const. ✓ Interstate 80N - La Grande Vicinity

Eastbound		Est. Quantity
MP 259.30	A series of three sinks, primarily in the slow lane and they are on a curve which makes them somewhat hazardous for traffic. This is very close to the beginning of the concrete pavement.	260 C.F.

Westbound		Est. Quantity
MP 272.15	A sag near the summit of Ladd Canyon, it's approximately .2 deep and 50 ft. long.	120 C.F.

Const. ✓ Interstate 80N - Lime Vicinity

Eastbound		Est. Quantity
MP 343.70	This is the large hump opposite the cement plant at Lime, Oregon and it appears as though the hump has raised approximately another .2 ft.	360 C.F.

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PORTLAND, OREGON 97223
503/620-2299

MP	344.13	This is another section which keeps coming up alittle and it appears to have raised about .15 ft.	180 C.F.
MP	345.80	West end of a structure. The impact panel is down.	90 C.F.
MP	346.02	A sharp sag in the pavement, but not too large.	50 C.F.

Westbound

			Est. Quantity
MP	345.80	West end of a structure. Impact panel is down.	90 C.F.
MP	343.72 343.69	Two distinct humps just opposite the cement plant at Lime, Oregon.	225 C.F.
MP	342.88	West end of this structure, the impact panel is down .2.	180 C.F.

Cont ✓ Interstate I-5 - Medford, Ashland Vicinity

Southbound

			Est. Quantity
MP	35.45	Small sag.	100 C.F.
MP	35.19	A Pair of short sags.	160 C.F.
MP	33.91	A small sag.	90 C.F.
MP	33.55	A short sag.	50 C.F.
MP	29.83	A sag on the approach fill to the structure.	180 C.F.
MP	16.85	A long sag approximately 200 ft. long.	350 C.F.

Northbound [illegible]

			Est. Quantity
MP	12.20	A very small short sag, principally in the slow lane.	30 C.F.
MP	15.80	A sag in a fill section, rides fairly well.	160 C.F.
MP	18.80	A pair of sags, each about 60 ft. long that run diagonally across the pavement but they ride fairly well.	175 C.F.
MP	27.06	A short sag .	120 C.F.
MP	27.36	A sag about 50 ft. long.	120 C.F.
MP	29.83	A sag about 100 ft. long in the slow lane only. The fast lane was jacked two years ago.	80 C.F.

Const. ✓

Interstate I-5 - Grants Pass- Rogue River Vicinity

Southbound			Est. Quantity
MP	56.32	A sag about 150 ft. long primarily in the fast lane.	125 C.F.
MP	53.47	A sag primarily in the fast lane.	100 C.F.
MP	52.00	A short sag.	80 C.F.
MP	49.66	A sag.	90 C.F.
MP	48.72	A sag at the approach panel at the south end of the structure.	90 C.F.

Northbound			Est. Quantity
MP	48.80	A sag in the fill just ahead of a bridge.	90 C.F.
MP	49.59	A sag in the fill beyond the end of a structure.	105 C.F.
MP	49.77	A short sag.	60 C.F.
MP	50.75	A short sag.	75 C.F.
MP	50.95	A short sag.	75 C.F.
MP	53.40	A sag.	120 C.F.
MP	53.53	A sag.	100 C.F.
MP	53.76	A short sag.	80 C.F.
MP	54.02	A short sag.	80 C.F.
MP	55.53	A sag.	120 C.F.
MP	56.34	A sag about 100 ft. long.	160 C.F.
MP	56.71	A sag.	170 C.F.
MP	56.93	A small sag.	60 C.F.
MP	57.86	A short sag.	60 C.F.

Const. ✓

Interstate I-5 - Cottage Grove Vicinity

Northbound			Est. Quantity
MP	174.95	A long sag.	240 C.F.
MP	175.45	A bridge end at the north end of a structure down about .2.	170 C.F.
MP	175.90	A sag.	240 C.F.
MP	176.95	A long sag, about 200 ft. long in both lanes.	260 C.F.
MP	177.40	A short sag.	105 C.F.

MP	177.90	North end of a small structure.	120 C.F.
MP	178.48	North end of another small structure.	120 C.F.
MP	179.44	A short sharp sag.	100 C.F.
MP	179.67	North end of a small bridge, the impact panel is down about .2.	120 C.F.
MP	180.05	Sag on the end of a small structure.	140 C.F.
MP	180.10	Sag.	110 C.F.
MP	180.60	A short sag.	80 C.F.
MP	181.73	A sag about 100 ft. long.	180 C.F.
MP	183.08	A sag about 100 ft. long.	180 C.F.
MP	185.09	A pair of sags.	240 C.F.
MP	185.84	A short sag.	80 C.F.
MP	186.62	A pair of sags.	160 C.F.
MP	187.32	A short sag.	60 C.F.
MP	187.57	A short sag.	90 C.F.
MP	187.74	A sag.	120 C.F.

oust ✓ Interstate I-5 Eugene Vicinity

Northbound			Est. Quantity
MP	193.04	At the north end of the Day Rd. overcrossing, the impact panel is down.	90 C.F.
MP	196.09	A long sag just ahead of a small structure.	220 C.F.
MP	196.16	The area of the pavement between two small structures.	180 C.F.
MP	196.50	A sag at the impact panel.	105 C.F.
MP	196.62	A sag.	80 C.F.
MP	196.65	Another sag.	80 C.F.
MP	196.69	The impact panel at the south end of a small structure.	130 C.F.
MP	197.07	The impact panel at the southend of a structure.	80 C.F.
MP	197.11	The impact panel at the north end of a structure.	80 C.F.

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503/620-2299

Southbound		Est. Quantity
MP 197.03	A small sag at the south end of a structure.	80 C.F.
MP 196.70	Impact panel at the north end of a structure.	120 C.F.
MP 196.65	A sag just beyond the end of a structure.	160 C.F.
MP 196.22	A long sag coming on to a small structure.	180 C.F.
MP 196.17	The impact panel at the south end of a structure.	120 C.F.
MP 196.12	The fill section between two small structures.	160 C.F.

Const. ✓Interstate 105 Eugene Vicinity 227 (Eugene-Springfield Hwy.)

Eastbound		Est. Quantity
MP 1.35	A long sag.	180 C.F.
MP 1.39	Two short sags close together.	240 C.F.
MP 1.83	A long sag.	180 C.F.
MP 2.95	A sag at the West end of the structure, down about .2.	210 C.F.
MP 3.91	A short sag.	100 C.F.

Westbound		Est. Quantity
MP 3.91	A short sag.	100 C.F.
MP 3.64	West end of a structure, rough.	120 C.F.
MP 3.37	The east end of a structure, down and rough.	170 C.F.
MP 3.35	The west end of a structure, down and rough.	170 C.F.
MP 3.16	A sag that has been partially filled with A/C.	130 C.F.
MP 2.96	A long sag.	360 C.F.
MP 2.84	A sag.	160 C.F.
MP 2.33	A short sag.	90 C.F.
MP 2.25	A short sag.	90 C.F.
MP 1.40	A pair of sags.	160 C.F.
1.38		160 C.F.
MP 0.91	Impact panel on the approach to the Willamette River, is down about .2.	170 C.F.

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PORTLAND, OREGON 97223
503/620-2299

✓ Interstate 5 - Albany Vicinity

North Albany – Lebanon Rd

Southbound		Est. Quantity
MP 241.20	A sag.	105 C.F.
MP 238.15	A bridge end at the south of the structure.	160 C.F.
MP 236.59	A small sag.	80 C.F.
MP 234.38	A short sag in the fast lane.	60 C.F.
MP 234.16	The South end of a structure.	130 C.F.

Interstate 205 - Tualatin and Oregon City Vicinity

Const.

Eastbound		Est. Quantity
MP 4.02	The West end of the Tualatin R. Bridge impact panel is down.	130 C.F

Const. ✓ Interstate 5 - Wilsonville Vicinity

Southbound		Est. Quantity
MP 283.23	At the north approach to the Willamette River bridge there is a sag developing about 50 ft. north of the structure. This is an area that was jacked about 4 years ago, though the sag appears to be farther north than it was the last time.	450 C.F.

Northbound		Est. Qunatity
MP 283.25	The north end of the Willamette River bridge there is some settlement beginning in the impact panel.	130 C.F.

Interstate 5 - Portland Vicinity

Const.

Southbound		Est. Quantity
MP 296.86	A small sag.	90 C.F.
MP 298.84	Another small sag.	90 C.F.
MP 296.07	The impact panel on the north end of the structure is down.	190 C.F.
MP 296.02	The impact panel on the south end of the structure is down.	190 C.F.

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P.O. BOX 23542
PORTLAND, OREGON 97223
503/620-2299

Northbound		Est. Quantity
MP 299.44	A sag approximately 100 ft. long but it rides well.	180 C.F.
MP 300.91	The impact panel at the north end of the Marquam Br. is down about .2.	300 C.F.

Cont.

Interstate 405 - Portland Vicinity

Northbound		Est. Quantity
MP 0.21	A sag appears to be developing in two lanes just north of the Ross Island Br.	130 C.F.

Ramps to Interstate 5

Southbound		Est. Quantity
	This is the south end of the structure crossing SW Sheridan St. on the ramp that feeds into I-5 from SW Market St. and SW Front Ave.	160 C.F.

Northbound		Est. Quantity
	This is a sag at the south end of the SW Sheridan St. overcrossing on the ramp leading to SW Front Ave.	160 C.F.

8010

I5

Salem, Oregon
October 14, 1974

adOlson

A. D. Olson, Preliminary Design
Engineer

W. J. Hart, Bridge Engineer

Illumination
N. Albany-Lebanon Rd. Int. Section
Pacific Highway
Linn County

As required in Federal Aviation Regulations, Part 77 "Objects Affecting Navigable Airspace", a notice on the subject project must be submitted at least 30 days before proposed construction and must include such information as the location, dimensions, and ground elevations of the proposed construction.

Our Section will submit the required notice as soon as the necessary information is furnished. We understand the project has been removed from the November lettings schedule.

1 Vanstaag ✓
A. Olson
2 Terpin T
Scott
3 Swenson LH
R. Olson
Trout 4

RECEIVED
OCT 15 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To________
Bring Up___/___/___
Other________

ADO:we

8010

622-1052

I-5

FORM 2-30 (REV. 10-69)

REGION 2 ENGINEER
RECEIVED
1974

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Albany, Oregon
September 3, 1974

To: C.O. Fredrickson
Region 2 Engineer

SUBJECT: Surplus Materials
N. Albany Int-Leb. Rd. Int.

Due to drainage revisions on the subject project, there is on-hand the following excess materials:

Stockpiled at the OSHD Albany Maintenance Yard
840 lin. ft. of 15 in. culvert

Stockpiled in the NW corner of the Lebanon Rd. Interchange
17 each -"ME" or "MO" grates & frames
1 each - G2MA grate & frame

Keats Oliver advises that 420 lin. ft. of the 15" culvert and 6 each "ME" ~~or~~ "MO" grates & frames can be utilized in the forthcoming Lebanon Rd. Int.-Halsey Int. paving contract.

As the remaining material is not generally useful to the maintenance forces, it would therefore appear that the design section should be informed of the availability of this material and requested to incorporate them into a subsequent contract in this vicinity.

Richard E. Nelson
Resident Engineer

REFERRED TO
1 Cole ______ Reed
2 Eriksen ______ Sample
Hager ______ 3 Watson L.W.
'n ☐ Forward
ss ☐ File
FINAL DESIGN ENGINE

CC: Versteeg

1 V

copy

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Can We?

8010

E-[illegible] (Rev. 11-70)

1P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name N. Albany Intchg - Lebanon Rd. Intchg

Highway Pacific (Interstate - 5)

Date XXXX XIX August 9, 1974

County Linn

Contract No. 8010

Contractor Morse Bros. Inc.

Prefix 622-1052

Address P. O. Box 7, Lebanon, Oregon 97355

F. A. Project No. I-5-4(78)228

Order No. XXX 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To reimburse the contractor as provided by contract EEO Special Provisions titled "On-The-Job-Training".

Location by station numbers:

Estimate of quantities and cost:

1 -Cement Mason Apprectice	1,000 hrs. @ $0.80 -	$800.00
1 -Electrician Apprentice	1,000 hrs. @ $0.80 -	800.00
2 -Carpenter Apprentices	2,000 hrs. @ $0.80 -	1,600.00
1 -Laborer	1,000 hrs. @ $0.80 -	800.00
		$ 4,~~800.00~~ 000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The number of trainees for which the contractor will receive reimbursement under this order is 5. Further, the maximum reimbursement allowed on this contract for each trainee is limited to $800.00.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization . . . . $ 1,580,925.15

Present estimate of project cost, including $ ~~4,800.00~~ 4,000.00 for work under this order $ 1,580,925.15

Expected under-run / over-run amount . . . . . . $ 0.00

Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: Richard E. Nelson, Resident Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Approval Recommended: .... Regional Engineer

Approved For .... Construction Engineer. Adm.

SP*67866-734

8010

1P

orm E-208 (Rev. 11-10)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	N. Albany Intchg - Lebanon Rd. Intchg	Date	August 7, 1974
Highway	Pacific (I-5)	Contract No.	8010
County	Linn	Prefix	622-1052
Contractor	Morse Bros, Inc.	F. A. Project No.	I-5-4(78)228
Address	P. O. Box 7, Lebanon, Oregon 97355	Order No.	3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove and stockpile 840 linaer feet of 15" Culvert Pipe.

Location by station numbers:

Throughout the project.

Estimate of quantities and cost:

Remove and stockpile 840 linear feet of 15" culvert pipe.

Equipment	$400.00
Labor	300.00
	$700.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Project plans provided for 15" culvert with "M-E" and "M-O" inlets through the median mounds. The inlets themselves are a hazard. Alternate drainage provisions will be utilized.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$1,580,925.15
Present estimate of project cost, including $700.00 for work under this order	$1,580,925.15
Expected under-run over-run amount	$0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by Richard E. Nelson Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved Construction Engineer.

Adm,

SP*67866-734

8010

m E-308 (Rev. 11-70)

'P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name N. Albany Intchg - Lebanon Rd. Intchg

Highway Pacific (I-5)

Date August 7, 1974

County Linn

Contract No. 8010

Contractor Morse Bros. Inc.

Prefix 622-1052

Address P. O. Box 7, Lebanon, Oregon 97355

F. A. Project No. I-5-4(78)228

Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove and dispose of approximately 200 linear feet of type "A" curb.

Location by station numbers:

N. Albany Intchg - "B" line Sta. 11+50 to 15+00

Estimate of quantities and cost:

Remove and dispose of approximately 200 linear feet of type "A" curb

Equipment	$300.00
Labor	200.00
	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Project plans did not provide for removal of curb in front of as planned impact attenuator.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$1,580,925.15
Present estimate of project cost, including $500.00 for work under this order	$1,580,925.15
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Richard E. Nelson, Resident Engineer

Approval Recommended: ...., Regional Engineer

Approval Recommended: .... For: Construction Engineer or Bridge Engineer

Approved ...., Construction Engineer.
Acting

SP*87868-734

8010

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name N. Albany Intchg - Lebanon Rd. Intchg
Date August 7, 1974
Highway Pacific (I-5)
Contract No. 8010
County Linn
Prefix 622-1052
Contractor Morse Bros. Inc.
F. A. Project No. I-5-4(78)228
Address P. O. Box 7, Lebanon, Oregon 97355
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove and reinstall BSP stubs.

Location by station numbers:

Remove Sta. 1090+20.
Reinstall Sta. 1034+33.

Estimate of quantities and cost:

Equipment	$ 150.00
Materials	50.00
Labor	100.00
	$ 300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The BSP stubs were installed in compliance with sheets 2Q and 2U of the project plans. The sign plans did not consider the "special ditch" detailed on sheet 5. The oversight was not disdovered until after the footings were poured.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 1,580,925.15
Present estimate of project cost, including $ 300.00 for work under this order	$ 1,580,925.15
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Richard E. Nelson Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved Construction Engineer.

SP*67806-734

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 1, 1974

L. L. Wallace

FROM: L. L. Wallace
Bridge Design Engineer

TO:

Mr. Frank E. Terpin
Final Design Engineer

SUBJECT:
Cantilever Sign Structures
N. Albany Intch.-Lebanon Rd. Section
Pacific Highway, I-5
Linn County
Contract 8010

Enclosed are the tracings, one set of prints, and a copy of the estimated quantities for the subject sign structures as requested in your letter of July 23, 1974.

JMT:dh
Enclosure

cc W. G. Beard

1 J
2 T

[illegible]

Form [illegible]

Oregon State Highway Division
BRIDGE DESIGN UNIT

Sheet

Bridge N. Albany Intchg. -Lebanon Rd Sect - Cant. Sign @ "A" 112+94 Pt. County Linn

Calculations by TJS Date 7-26-74 Bridge No. 82216

Arm Cantilever Sign

	Quantity or Length	Unit Weight	Weight
Post - 16" O.D.	24 Ft.	62.57#/Ft.	1501.7 lb.
Base ⅊ - 28" × 28" × 2"	1	444.3#/Ea.	444.3
Anchor ⅊ - 30" × 30" × 1½"	1	382.5#/Ea.	382.5
Anchor Rods - 1½" φ × 3'-6"	12	6.008#/Ea.	252.1
Nuts for Anchor Rods	48	1.23#/Ea.	59.0
Hand holes	2	7.5#/Ea.	15.0
Post Cover ⅊ - ¼" × 15⅝" × 15⅝"	1	17.3#/Ea.	17.3
Post Stiffeners - 12" × 4" × ¾" ⅊	12	30.6#/Ea.	122.4
Cantilever Arm 30'-11" each (W12×27)	61'-10" Ft.	27#/Ft.	1669.4
Diagonal & Vertical Bracing {9@7.28 = 65.5 11@4.0 = 44.0}	109.5 Ft.	3.07#/Ft.	336.2
Arm to post connecting ⅊s 1" × 6½" × 1'-4¾"	4	30.8#/Ea.	123.2
Connecting ⅊ bolts - ⅞" φ × 4"	16	1.32#/Ea.	21.1
Post to arm connecting bands - 6½" × ⅜"	8.2 Ft.	8.3#/Ft.	67.9
Connecting Band to Post ⅊ ¼" × 16" × 12"	2	13.6#/Ea.	27.2
Vertical Sign Supports - 3" I	27 Ft.	5.7#/Ft.	153.9
Vertical Sign Support ⅊ - 2" × 6" × ⅜"	6	1.28#/Ea.	7.7
Vertical Sign Support ⅊ bolts - ½" φ × 2½"	12	0.247#/Ea.	3.0
Luminaire Channel - 1½" × 1½" × 3/16"	34 Ft.	3.9#/Ft.	132.6
Luminaire Channel Mounting ⅊ - 4" × 12" × ½"	3	6.8#/Ea.	20.4
Luminaire Channel ⅊ bolts - ½" φ × 1½"	12	0.177#/Ea.	2.1
		Total Weight	5359#

Concrete: Size Cu. Yd.
Pedestal - 3'×3'×[illegible] 1.33 yd³
Footing = [illegible] 9.33 yd³
Total = 10.66 yd³

Warren Richards

FORM 81-734-3030

RECEIVED
JUL 18 1974
CONSTRUCTION SECTION
Routing
Scofield
Kenney
Glenn
Berg
Underwood
Johnsen
Walker

FILE: 62-1052

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 16, 1974

FROM: Gerald W. Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Signing Revisions
N. Albany Interchange-
Lebanon Road Section
Pacific Interstate Highway

TO: C. T. Keasey
CONSTRUCTION ENGINEER

Attached is a July 11, 1974, letter and its attachments from Resident Engineer, Richard E. Nelson recommending three signing revisions on the North Albany Interchange-Lebanon Road Project.

North Albany Interchange

The gore of the Knox Butte Ramp from the northbound on-ramp contains a butterfly sign that should be mounted on the southbound structure immediately behind the sign. This would leave room in the gore for the impact attenuators scheduled for installation in this gore. Otherwise, the impact attenuators will have to be closer to the travel lanes and become more of a hazard than necessary. We have staked some guardrail around the structure columns immediately behind this butterfly sign. The staking has been done in a manner as though the butterfly sign will be relocated. If you agree, please have the structural details for the sign mount drawn-up for use in negotiating a price agreement.

South Santiam Interchange

The two butterfly signs Traffic Engineer, L. E. George wrote about June 27, 1974, should be partially deleted and partially relocated onto cantilever signs. Details for the proposed relocated cantilever signs are needed for negotiating a price agreement. Please arrange for these details to be drawn and returned at an early time. For this purpose also attached are cross sections of each of the proposed cantilever signs locations.

REFERRED TO Beard
1
2
3
Reed
Cole
Sample
Eriksen
Watson
Hagor
Forward ☐
Return ☐
File ☐
Discuss
BY FINAL DESIGN ENGINEER
Other

GWW/elk
cc: Dick Nelson
Attachs.

Noted W. G. Beard

62-052

FORM E-30

REGION 2 ENGINEER
RECEIVED
JUL 15 1974
[✓ RE] [✓ RCE] [✓ RME] ☐ R1E ☑ HUE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Albany, Oregon 97321
July 11, 1974

To: G. W. Wimer
Region II Construction Engineer

SUBJECT: Signing Revisions
N. Albany Intchg - Lebanon Rd. Intchg
Contract No. 8010

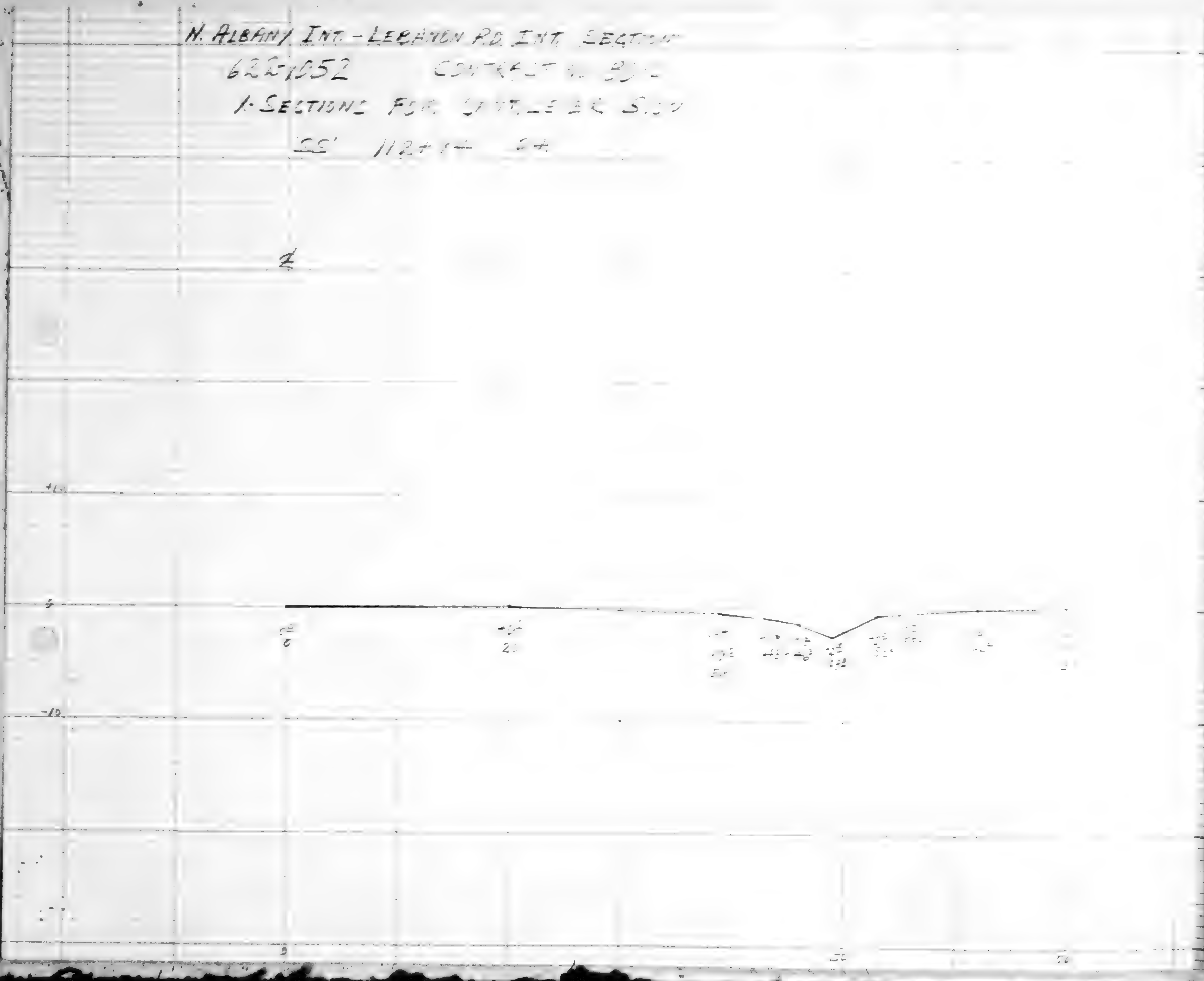
Submitted herewith, for approval and transmittal for final design, plan and cross section for sign revisions at the South Santiam Interchange. In reviewing the proposal with Rick Kuehn, it was determined that, in keeping with current policy, the "thru" signing should be eliminated. Rick did verify this with the traffic section.

In addition, attached is a dimensional and legend drawing for the butterfly gore sign at the North Albany Interchange. The project plans do not provide for its adjustment. Without adjustment it will be in front of the column impact attenuator. Both of these signs should be reinstalled on a structure mounting.

The revision to the North Albany Interchange sign is recommended to be accomplished as a part of the current project. Delay for a later contract does not appear feasible.

Richard E. Nelson
Resident Engineer

REN/rjs



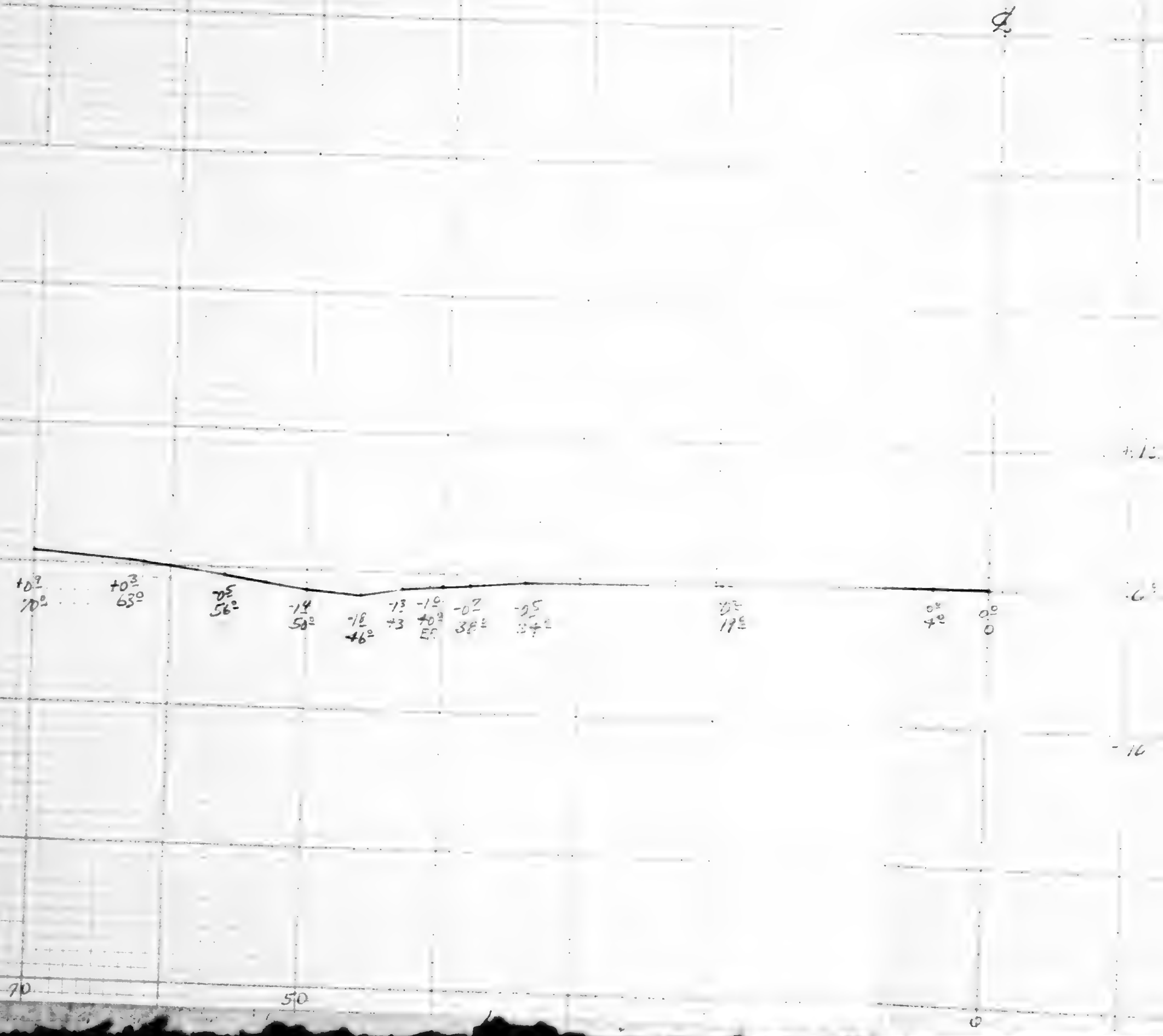
N. ALBANY INT. - LEBANON RD. INT. SECTION

622-1052 CONTRACT [illegible]

1-SECTIONS FOR [illegible] S.[illegible]

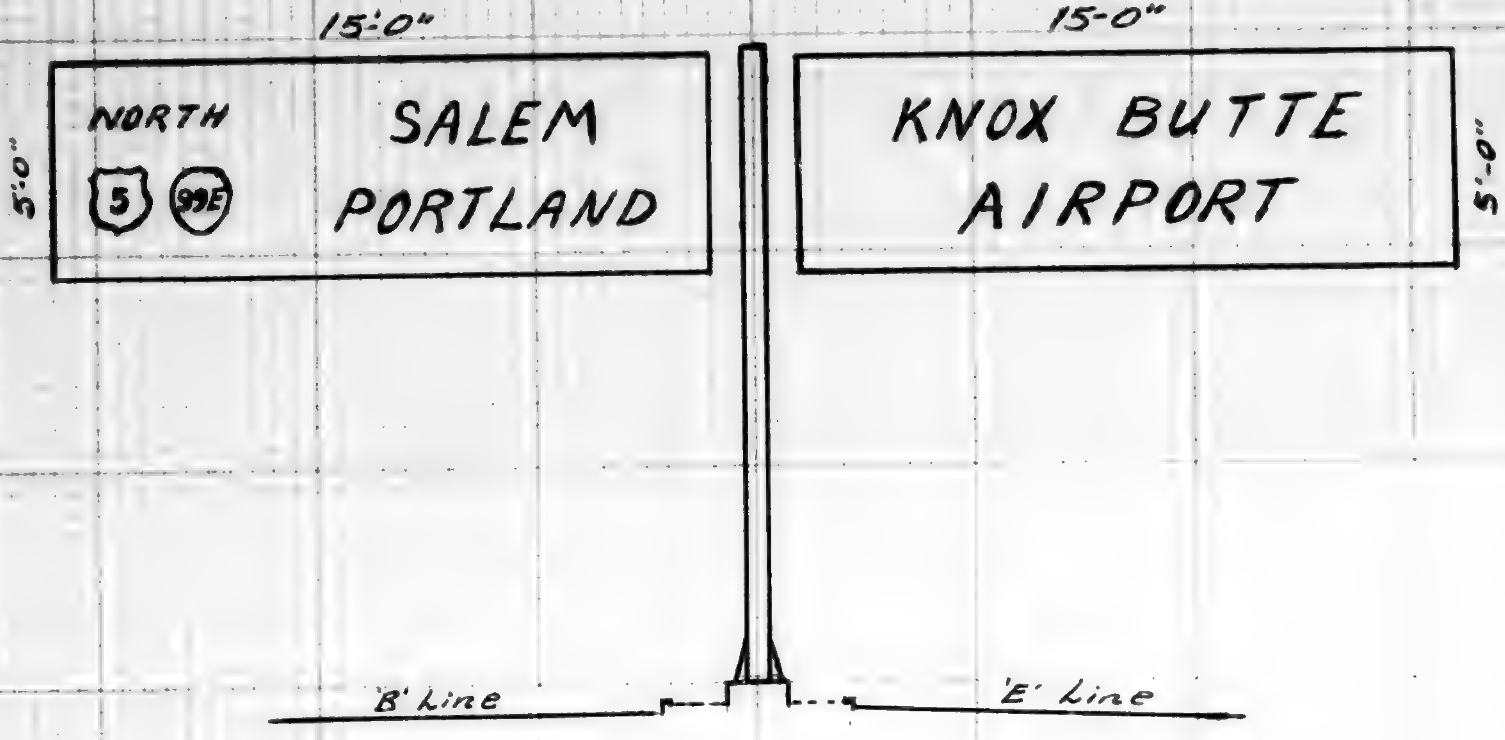
55' 112+1- 54

N. ALBANY INT. - LEBANON RD SECTION
622-1052 CONTRACT NO 8010
X-SECTION FOR CANTILEVER SIGN
'SS' 135+00 LT

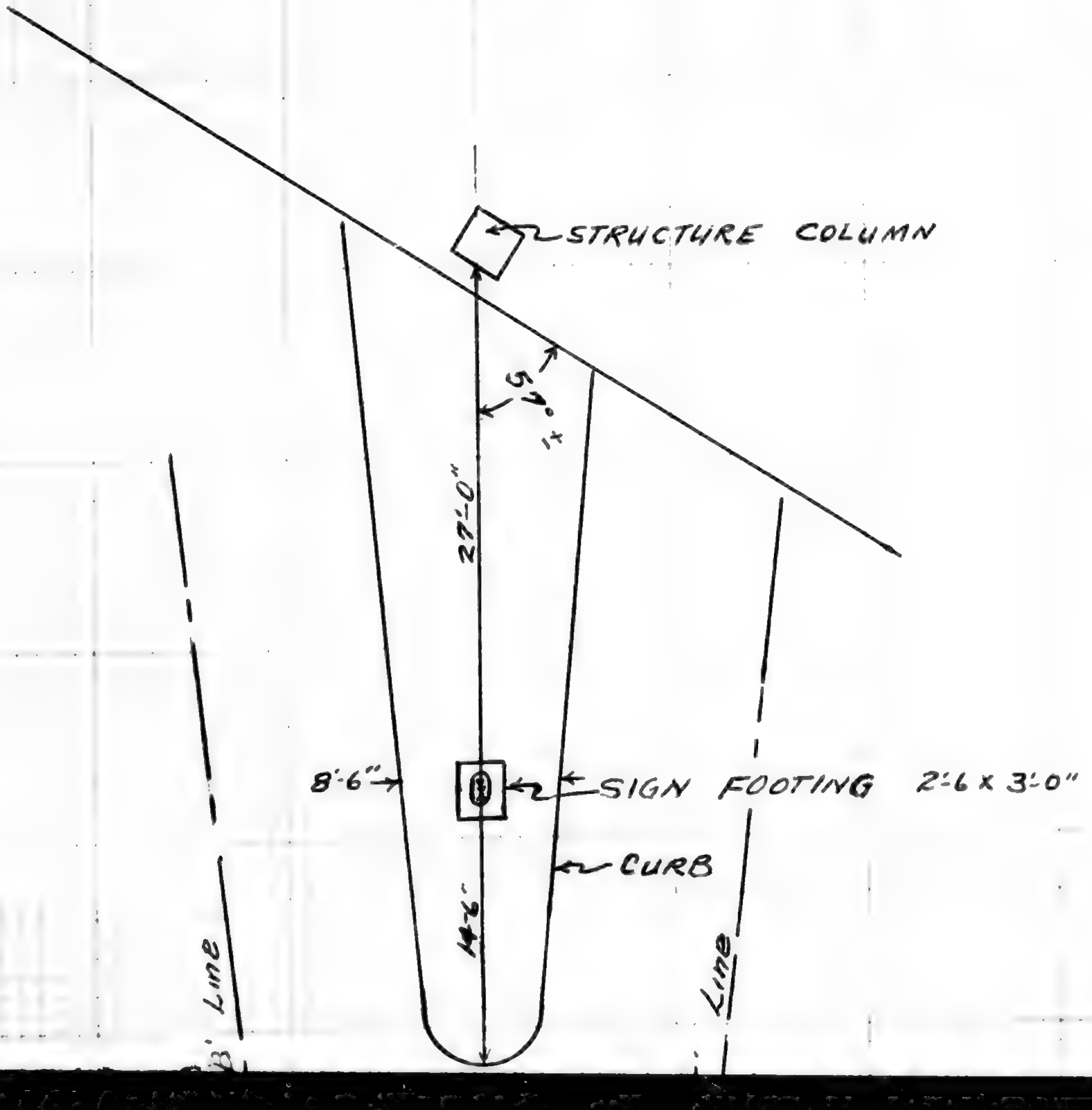

℄
+0.9
70.0
+0.3
63.0
-0.5
56.0
-1.4
50.0
-1.8
46.0
-1.3
43
-1.0
40.9
EP
-0.7
38.0
-0.5
34.0
0.0
19.0
0.0
4.0
0.0
0
+10
0
-10
70
50
0

N. ALBANY INT.-LEBANON RD. INT.
CONTRACT NO. 8010

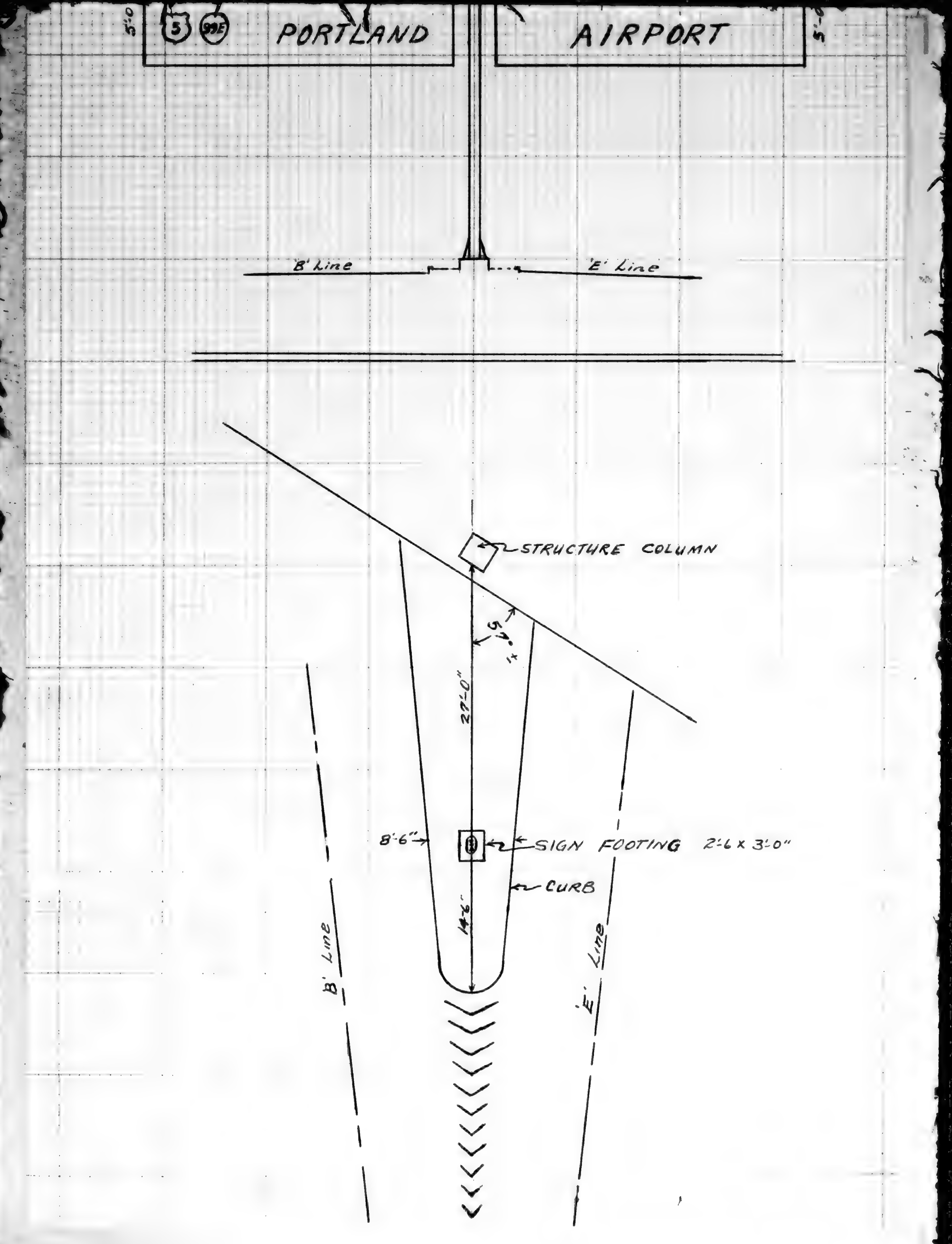
NORTH ALBANY INTERCHANGE BUTTERFLY SIGN



15'-0"
15-0"
5'-0"
NORTH
5
99E
SALEM
PORTLAND
KNOX BUTTE
AIRPORT
5'-0"
'B' Line
'E' Line



STRUCTURE COLUMN
57°±
27'-0"
8'-6"
SIGN FOOTING 2'-6 x 3'-0"
CURB
14'-6"
'B' Line
Line


5'-0
5
99E
PORTLAND
AIRPORT
5'-0
B' Line
E' Line
STRUCTURE COLUMN
57°±
27'-0"
8'-6"
SIGN FOOTING 2'-6 x 3'-0"
CURB
14'-6'
B' Line
E' Line

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
SALEM, OR 97310

REGION 2 ENGINEER
RECEIVED
JUN 28 1974
RE RCE RME RTE ROE
ULE GEO TA FILE

DATE June 27, 1974

TO C. O. Fredrickson
Region II Engineer
Attention: Jerry Wimer

L E George

FROM L. E. George
Traffic Engineer

RECEIVED
JUL 3 1974
RESIDENT ENGR.
R. E. NELSON

SUBJECT Signing
N. Albany Intchge.-Lebanon Road Intchge. Section.
Pacific Highway
Contract No. 8010

Several days ago, your office telephoned this office in regard to the two butterfly sign structures at the S. Santiam Interchange on the above named section.

From a standpoint of safety, we recommend that the two butterfly sign structures be removed and replaced by two overhead cantilevered sign supports. At both locations it would be possible to install both signs on a single cantilever. We are attaching a plan and cross-section showing our recommended location and setback for the cantilever sign supports, if you decide to install them.

The estimated cost for the two cantilevered sign structures would be approximately $45,000. Final design of the cantilevers and their supports may be obtained from the Bridge Design Section by sending them a copy of the attached drawing on the cross-section paper.

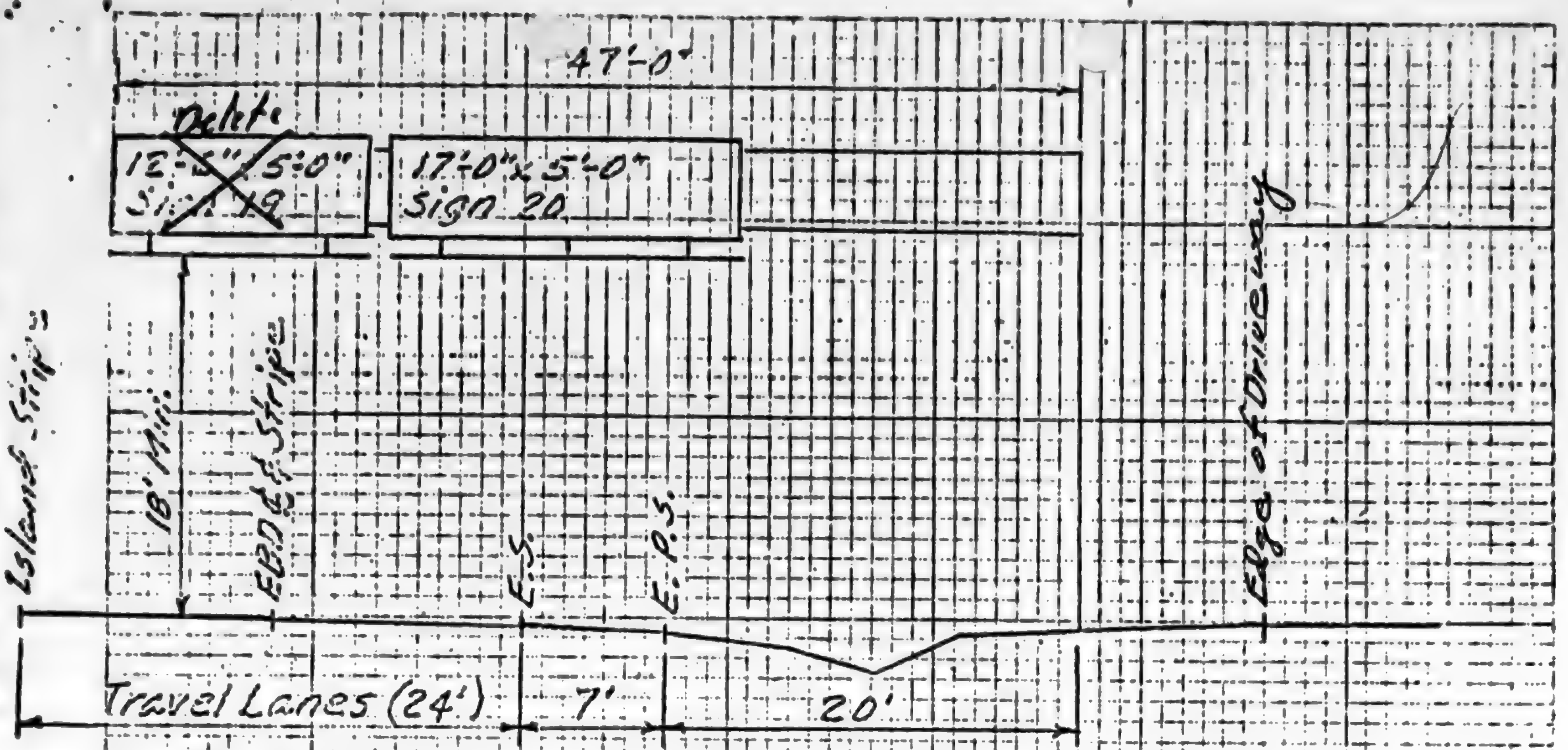
If you desire any further information, please contact us.

cc Dick Nelson w/attach – Review w/Bud
Make sure plan meets all new signing requirements. Submit data for design, Get price quotation If not timely, or is to high, don't get alarmed. You can submit for inclusion in soon to follow Interstate lighting project at this location
J Wimer

ELS:pb
Attachment

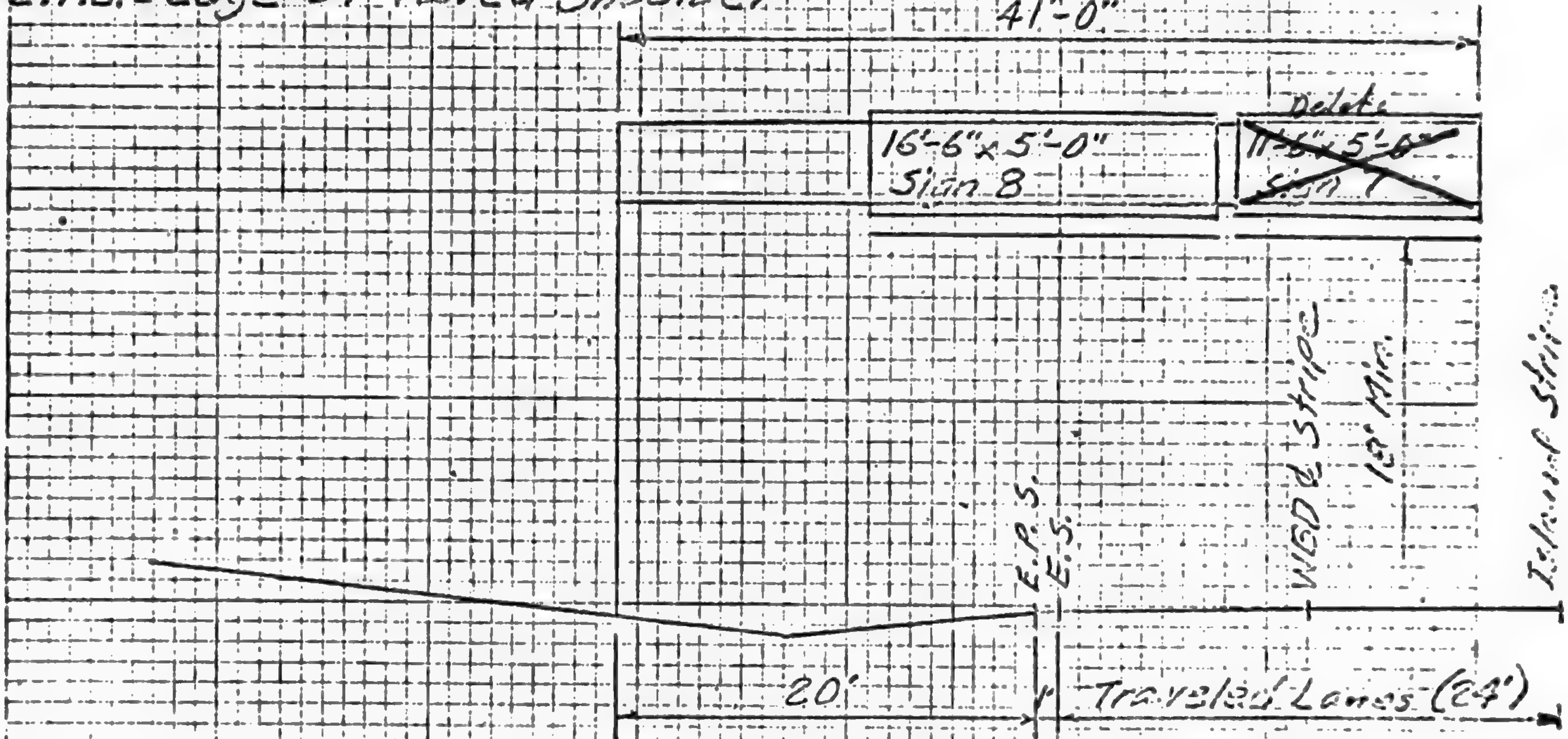
cc: Bill Sample

cc C.T. Kersey w/attach
Bick Kuchn " "


47'-0"
Delete
12'-6" x 5'-0"
Sign 19
17'-0" x 5'-0"
Sign 20
Island Strip
18' Min.
EBD Ed. Stripe
E.S.
E.P.S.
Edge of Driveway
Travel Lanes (24')
7'
20'

Sta. "A" 112+94 Rt. (Looking Ahead On Stations–Facing Signs)

E.S. = Edge of Normal Traveled Way
E.P.S. = Edge of Paved Shoulder


41'-0"
16'-6" x 5'-0"
Sign 8
Delete
11'-6" 5'-0"
Sign 7
WBD Ed. Stripe
18' Min.
Island Strip
E.P.S.
E.S.
20'
Traveled Lanes (24')

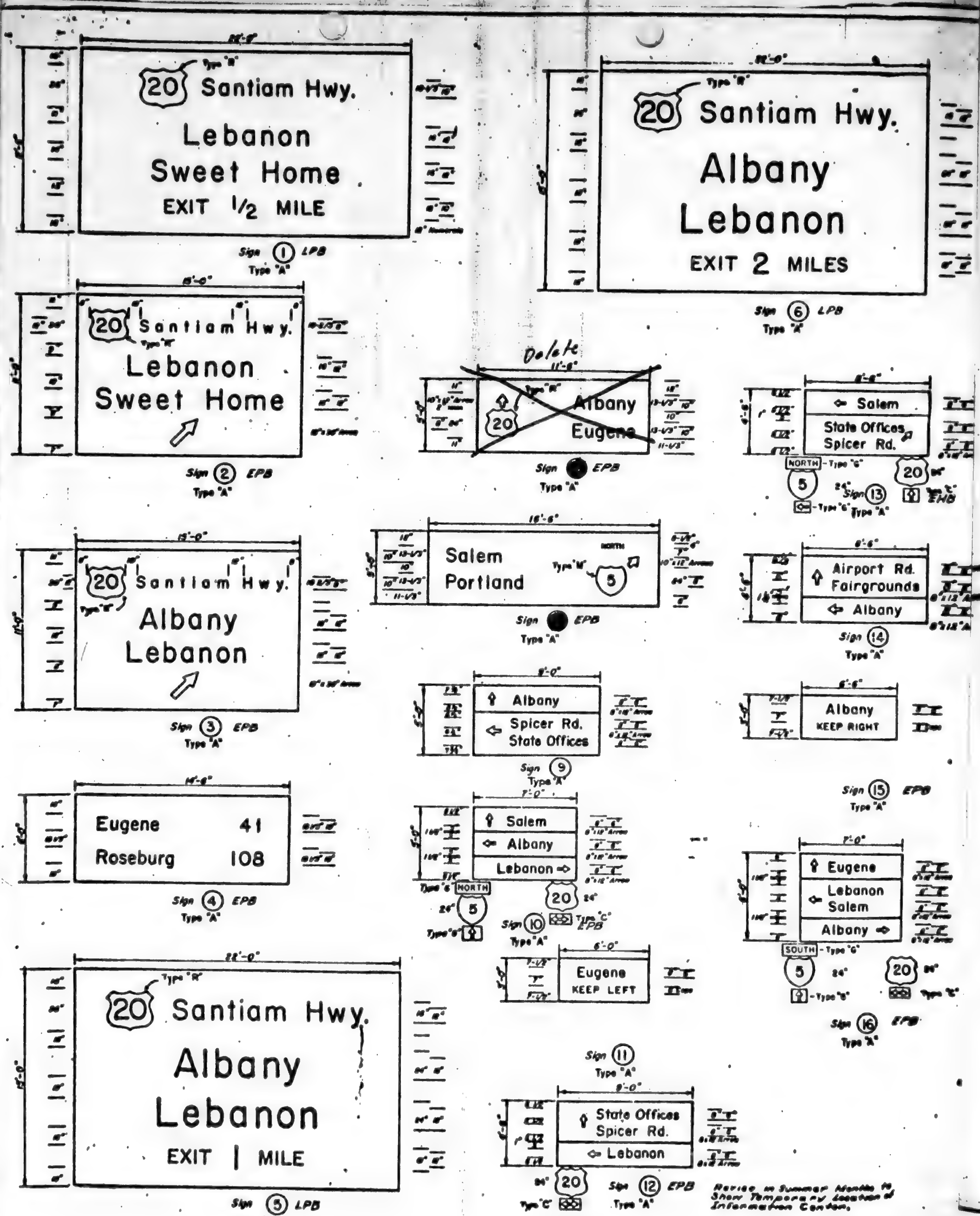
Sta. "A" 135+00 Lt. (Looking Ahead on Stations – Back of Signs)

N. Albany Intchge.–Lebanon Rd. Intchge. Sec.
South Santiam Intchge.

Preliminary Cost Estimate

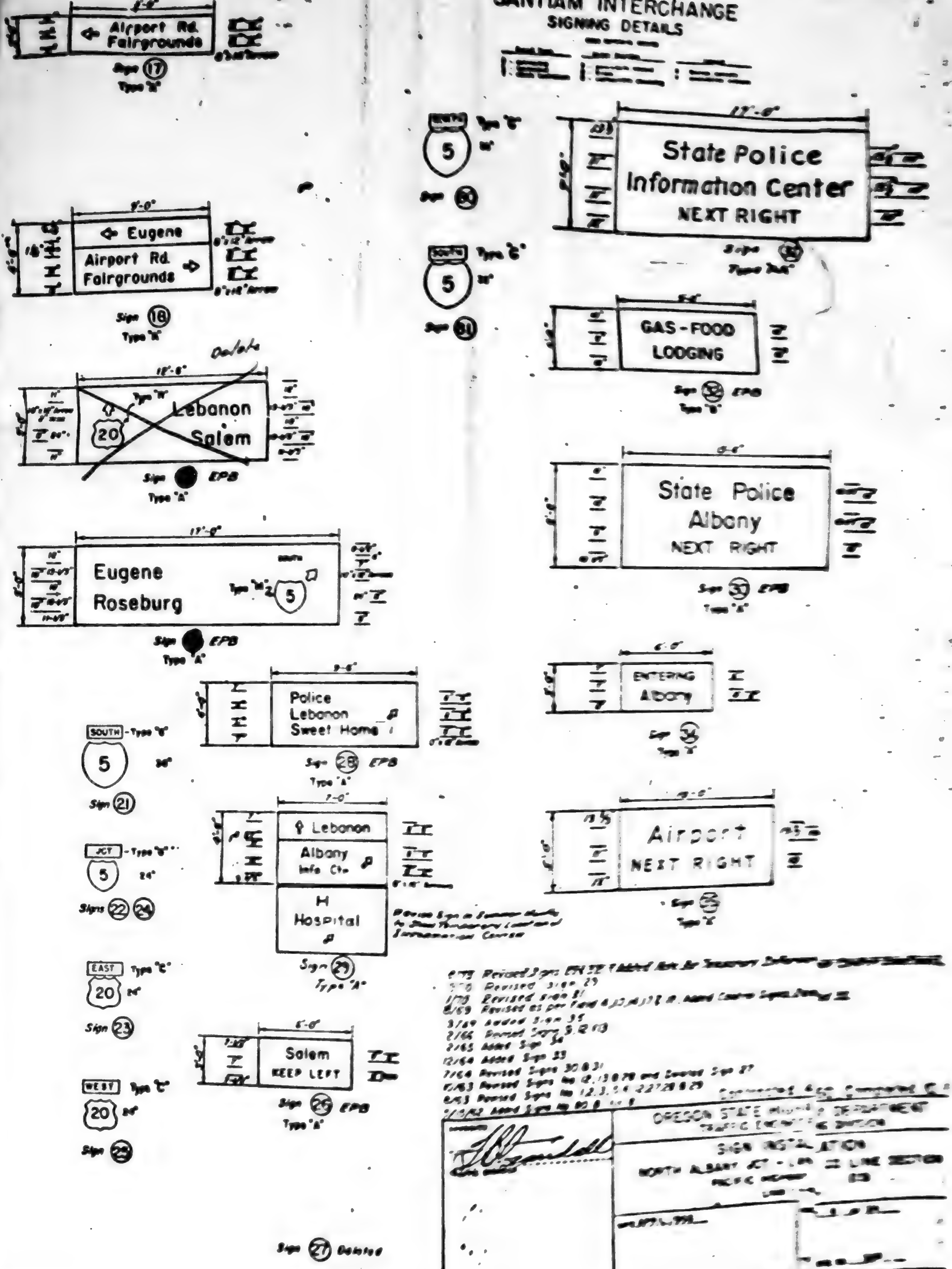
Sign Support Footings	$ 5,500.00
Cantilever Sign Structure	32,500.00
Sign Illumination Equipment	5,000.00
Removal of Existing Sign Structures	2,000.00
Total	$ 45,000.00

VOID


22'-0"
Type "R"
20 Santiam Hwy.
Lebanon
Sweet Home
EXIT 1/2 MILE
Sign ① LPB
Type "A"
22'-0"
Type "R"
20 Santiam Hwy.
Albany
Lebanon
EXIT 2 MILES
Sign ⑥ LPB
Type "A"
15'-0"
20 Santiam Hwy.
Type "R"
Lebanon
Sweet Home
Sign ② EPB
Type "A"
Delete
11'-0"
Type "R"
20
~~Albany~~
~~Eugene~~
Sign ● EPB
Type "A"
8'-0"
Salem
State Offices
Spicer Rd.
NORTH - Type "G"
5
20
Sign ⑬
Type "A"
EHB
15'-0"
20 Santiam Hwy.
Type "R"
Albany
Lebanon
Sign ③ EPB
Type "A"
16'-6"
Salem
Portland
NORTH
Type "M"
5
Sign ● EPB
Type "A"
8'-6"
Airport Rd.
Fairgrounds
Albany
Sign ⑭
Type "A"
8'-0"
Albany
Spicer Rd.
State Offices
Sign ⑨
Type "A"
6'-6"
Albany
KEEP RIGHT
Sign ⑮ EPB
Type "A"
14'-6"
Eugene 41
Roseburg 108
Sign ④ EPB
Type "A"
7'-0"
Salem
Albany
Lebanon
Type "G" NORTH
5
20
Type "C"
Sign ⑩ EPB
Type "A"
7'-0"
Eugene
Lebanon
Salem
Albany
SOUTH - Type "G"
5
20
Type "C"
Sign ⑯ EPB
Type "A"
6'-0"
Eugene
KEEP LEFT
Sign ⑪
Type "A"
22'-0"
Type "R"
20 Santiam Hwy.
Albany
Lebanon
EXIT 1 MILE
Sign ⑤ LPB
Type "A"
9'-0"
State Offices
Spicer Rd.
Lebanon
20
Type "C"
Sign ⑫ EPB
Type "A"

Revise in Summer Months to Show Temporary Location of Information Center.

SANTIAM INTERCHANGE
SIGNING DETAILS



Airport Rd.
Fairgrounds
Sign 17
Type "A"
Eugene
Airport Rd.
Fairgrounds
Sign 18
Type "A"
Delete
Lebanon
Salem
20
Sign
EPB
Type "A"
Eugene
Roseburg
SOUTH
5
Sign
EPB
Type "A"
Police
Lebanon
Sweet Home
Sign 28
EPB
Type "A"
SOUTH
Type "B"
5
36"
Sign 21
JCT
Type "B"
5
24"
Signs 22 24
Lebanon
Albany
Info. Ctr.
H
Hospital
Sign 29
Type "A"
EAST
Type "C"
20
24"
Sign 23
Salem
KEEP LEFT
Sign 26
EPB
Type "A"
WEST
Type "C"
20
24"
Sign 25
Sign 27 Deleted
SOUTH
Type "C"
5
36"
Sign 30
SOUTH
Type "C"
5
36"
Sign 31
State Police
Information Center
NEXT RIGHT
Sign
GAS-FOOD
LODGING
Sign 32
EPB
Type "B"
State Police
Albany
NEXT RIGHT
Sign 33
EPB
Type "A"
ENTERING
Albany
Sign 34
Airport
NEXT RIGHT
Sign 35

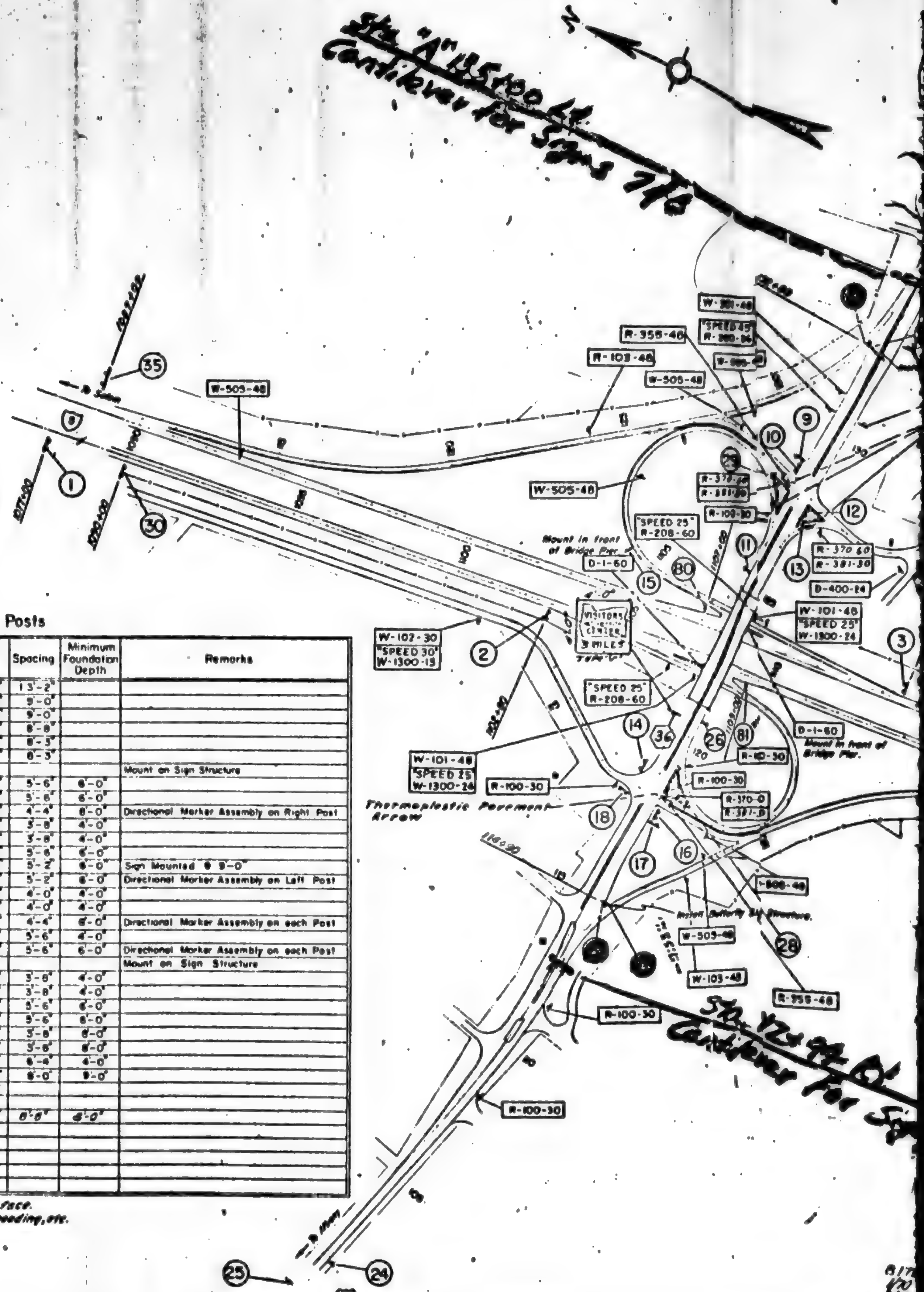
6/73 Revised Signs ... Added Note for Temporary ...
3/70 Revised Sign 29
1/70 Revised Sign 31
6/69 Revised as per Field ...
3/69 Added Sign 35
2/66 Revised Signs 5, 12, 13
2/65 Added Sign 34
12/64 Added Sign 33
7/64 Revised Signs 30 & 31
6/63 Revised Signs ... 12, 13 & 28 and Deleted Sign 27
6/63 Revised Signs ... 12, 3, ... 22, 28 & 29
2/63 Added Signs ...

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGN INSTALLATION

NORTH ALBANY JCT - ... LINE SECTION

PACIFIC HIGHWAY


Sta "A" 1115+00 Lt.
Cantilever for Signs 7/8
Sta. 1124+94 Rt.
Cantilever for Sig
N
35
1
30
W-505-48
W-301-48
"SPEED 45" R-200-36
R-355-48
R-103-48
W-505-48
9
10
29
R-370-48 R-381-30
R-100-30
12
W-505-48
"SPEED 25" R-208-60
11
R-370-60 R-381-30
13
D-400-24
Mount in front of Bridge Pier
D-1-60
15
80
W-101-48 "SPEED 25" W-1300-24
3
W-102-30 "SPEED 30" W-1300-15
2
VISITORS CENTER 3 MILES
"SPEED 25" R-208-60
14
36
26
81
D-1-60
Mount in front of Bridge Pier
R-10-30
W-101-48 "SPEED 25" W-1300-24
R-100-30
R-100-30
R-370-0 R-381-0
18
Thermoplastic Pavement Arrow
17
16
W-500-48
Install Butterfly Sign Structure
W-505-48
28
W-103-48
R-355-48
R-100-30
R-100-30
25
24
20

Posts

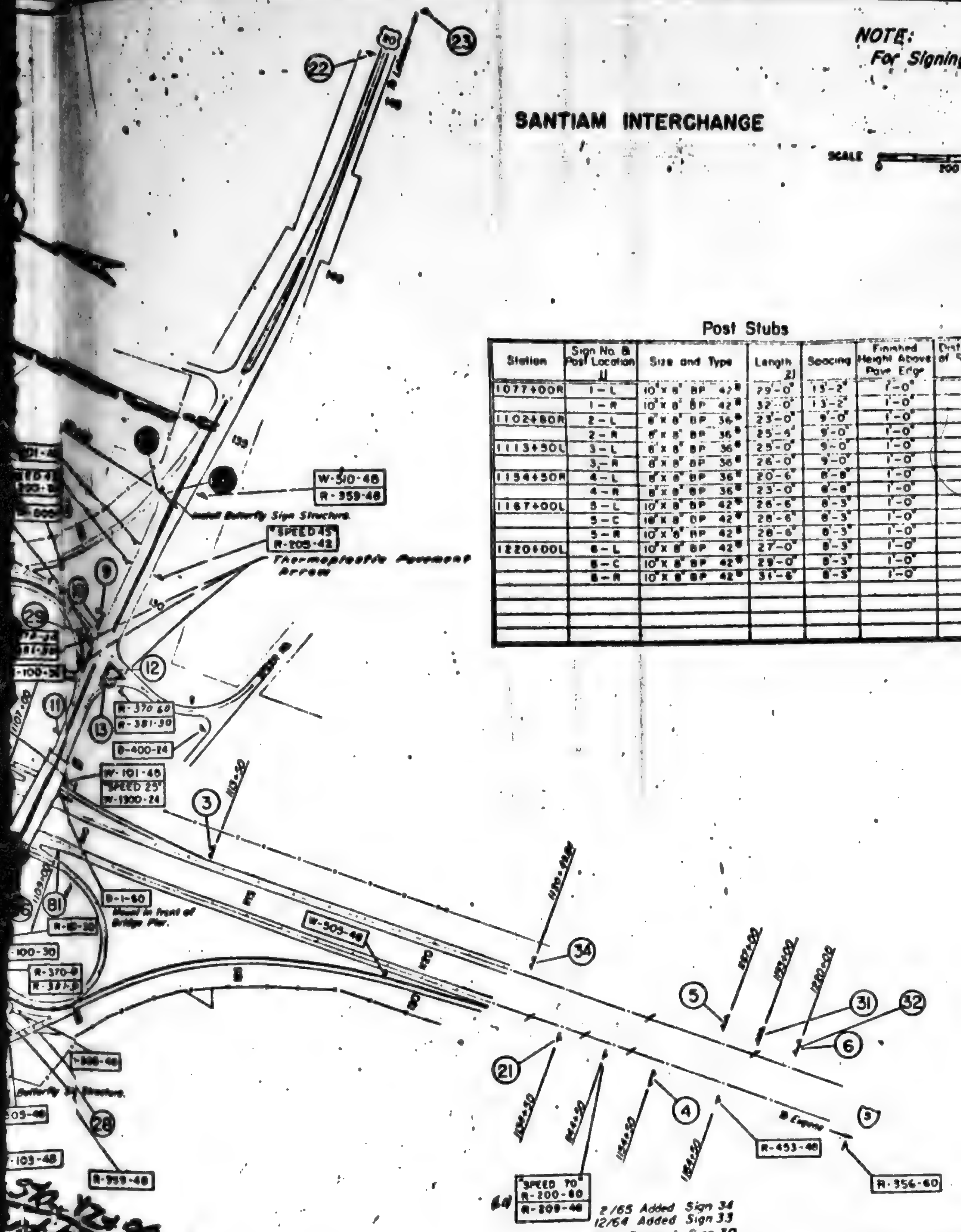
Station	Sign No	No. Posts Req'd 1)	Size and Type	Length	Spacing	Minimum Foundation Depth	Remarks
1077+00R	1	2	10"X5 3/4" WF 29#	18'-6"	13'-2"		
1102+80R	2	2	8"X4" B 15#	17'-0"	9'-0"		
1113+50L	3	2	8"X5 1/4" WF 20#	17'-6"	9'-0"		
1154+50R	4	2	8"X4" B 10#	12'-0"	8'-8"		
1167+00L	5	3	10"X5 3/4" WF 25#	22'-0"	8'-3"		
1220+00L	6	3	10"X5 3/4" WF 25	22'-0"	8'-3"		
1132+80L	7&8						Mount on Sign Structure
	9	L	6"X6" Wood S4S	18'-0"	5'-6"	6'-0"	
	9	R	6"X6" Wood S4S	20'-0"	5'-6"	6'-0"	
	10	2	6"X8" Wood S4S	22'-0"	4'-4"	8'-0"	Directional Marker Assembly on Right Post
	11	L	4"X6" Wood S4S	16'-0"	3'-8"	4'-0"	
	11	R	4"X6" Wood S4S	18'-0"	3'-8"	4'-0"	
	12	2	6"X6" Wood S4S	18'-0"	5'-6"	6'-0"	
	13	2	6"X6" Wood S4S	20'-0"	5'-2"	6'-0"	Sign Mounted @ 9'-0"
	14	2	6"X6" Wood S4S	18'-0"	5'-2"	6'-0"	Directional Marker Assembly on Left Post
	15	L	4"X6" Wood S4S	16'-0"	4'-0"	4'-0"	
	15	R	4"X6" Wood S4S	18'-0"	4'-0"	4'-0"	
	16	2	6"X8" Wood S4S	22'-0"	4'-4"	6'-0"	Directional Marker Assembly on each Post
	17	2	4"X6" Wood S4S	16'-0"	5'-6"	4'-0"	
	18	2	6"X6" Wood S4S	18'-0"	5'-6"	6'-0"	Directional Marker Assembly on each Post
114+90R	19&20						Mount on Sign Structure
	26	L	4"X6" Wood S4S	16'-0"	3'-8"	4'-0"	
	26	R	4"X6" Wood S4S	18'-0"	3'-8"	4'-0"	
	27	L	6"X6" Wood S4S	17'-0"	5'-6"	6'-0"	
	27	R	6"X6" Wood S4S	19'-0"	5'-6"	6'-0"	
	D-1-60	2	6"X8" Wood S4S	22'-0"	3'-8"	8'-0"	
	D-1-60	2	6"X8" Wood S4S	22'-0"	3'-8"	8'-0"	
	28	2	4"X6" Wood S4S	13'-0"	6'-4"	4'-0"	
1090+00R	30	2	8"X8" Wood S4S	24'-0"	8'-0"	9'-0"	
1120+50L	34	2	6"X6" Wood S4S	18'-0"			
1087+00L	35	2	BSP				
1193+00L	31	3	6"x6" Wood S4S	24'-0"	8'-8"	6'-0"	

1) Location of stub or post as facing the sign face.
2) Length includes 2'-0" allowance for fresh heading, etc.

NOTE:
For Signing Details see T.E.D. S88.

SANTIAM INTERCHANGE

SCALE 0 200 400 600 FEET


22
23
80
W-510-48
R-359-48
Install Butterfly Sign Structure.
"SPEED 45"
R-205-42
Thermoplastic Pavement Arrow
29
12
11
13
R-370-60
R-381-30
D-400-24
W-101-48
"SPEED 25"
W-1300-24
3
81
D-1-60
Mount in front of Bridge Pier.
R-10-30
W-505-48
R-370-60
R-381-30
Butterfly Sign Structure.
28
R-359-48
W-103-48
34
5
31
32
6
21
4
5
R-453-48
R-356-60
"SPEED 70"
R-200-60
R-209-48
Sta 1224+92 Rt
Add Fixture For Signs 18 & 20

Post Stubs

Station	Sign No. & Post Location 1)	Size and Type	Length 2)	Spacing	Finished Height Above Pave Edge	Dist from Edge of Shoulder to Stub
1077+00R	1-L	10" x 8" BP 42#	29'-0"	13'-2"	1'-0"	6'-5"
	1-R	10" x 8" BP 42#	32'-0"	13'-2"	1'-0"	19'-7"
1102+80R	2-L	8" x 8" BP 36#	23'-0"	9'-0"	1'-0"	5'-0"
	2-R	8" x 8" BP 36#	25'-5"	9'-0"	1'-0"	14'-0"
1113+50L	3-L	8" x 8" BP 36#	25'-0"	9'-0"	1'-0"	5'-0"
	3-R	8" x 8" BP 36#	26'-0"	9'-0"	1'-0"	14'-0"
1134+50R	4-L	8" x 8" BP 36#	20'-6"	8'-8"	1'-0"	4'-11"
	4-R	8" x 8" BP 36#	23'-0"	8'-8"	1'-0"	13'-7"
1167+00L	5-L	10" x 8" BP 42#	26'-6"	8'-3"	1'-0"	4'-9"
	5-C	10" x 8" BP 42#	28'-6"	8'-3"	1'-0"	13'-0"
	5-R	10" x 8" BP 42#	28'-6"	8'-3"	1'-0"	21'-3"
1220+00L	6-L	10" x 8" BP 42#	27'-0"	8'-3"	1'-0"	4'-9"
	6-C	10" x 8" BP 42#	29'-0"	8'-3"	1'-0"	13'-0"
	6-R	10" x 8" BP 42#	31'-6"	8'-3"	1'-0"	21'-3"

2/65 Added Sign 34
12/64 Added Sign 33
7/64 Revised Sign 30
10/63 Revised Support for Signs No. 12 & 13 and Deleted Sign 27
8/63 Revised Support for Signs No 12 & 13
8/63 Revised Signs No 1 & 2
11/62 Added Signs No 80 & No 81.

8/73 Revised Signs 29 & 32.
1/70 Revised sign 31, Added sign 36.
8/69 Revised as per field (6, 10, 16, 17, 18 & Control Signs) Deleted 33)
3/69 Added Sign 35
10/67 Added R-381-30's & Pavement Arrows

Contracted 4-60 Completed 10-62

APPROVED
J.B. Crandall
TRAFFIC ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGN INSTALLATION
NORTH ALBANY JCT - LANE CO. LINE SECTION
PACIFIC HIGHWAY (I-5)
LINN COUNTY

DATE APRIL, 1960

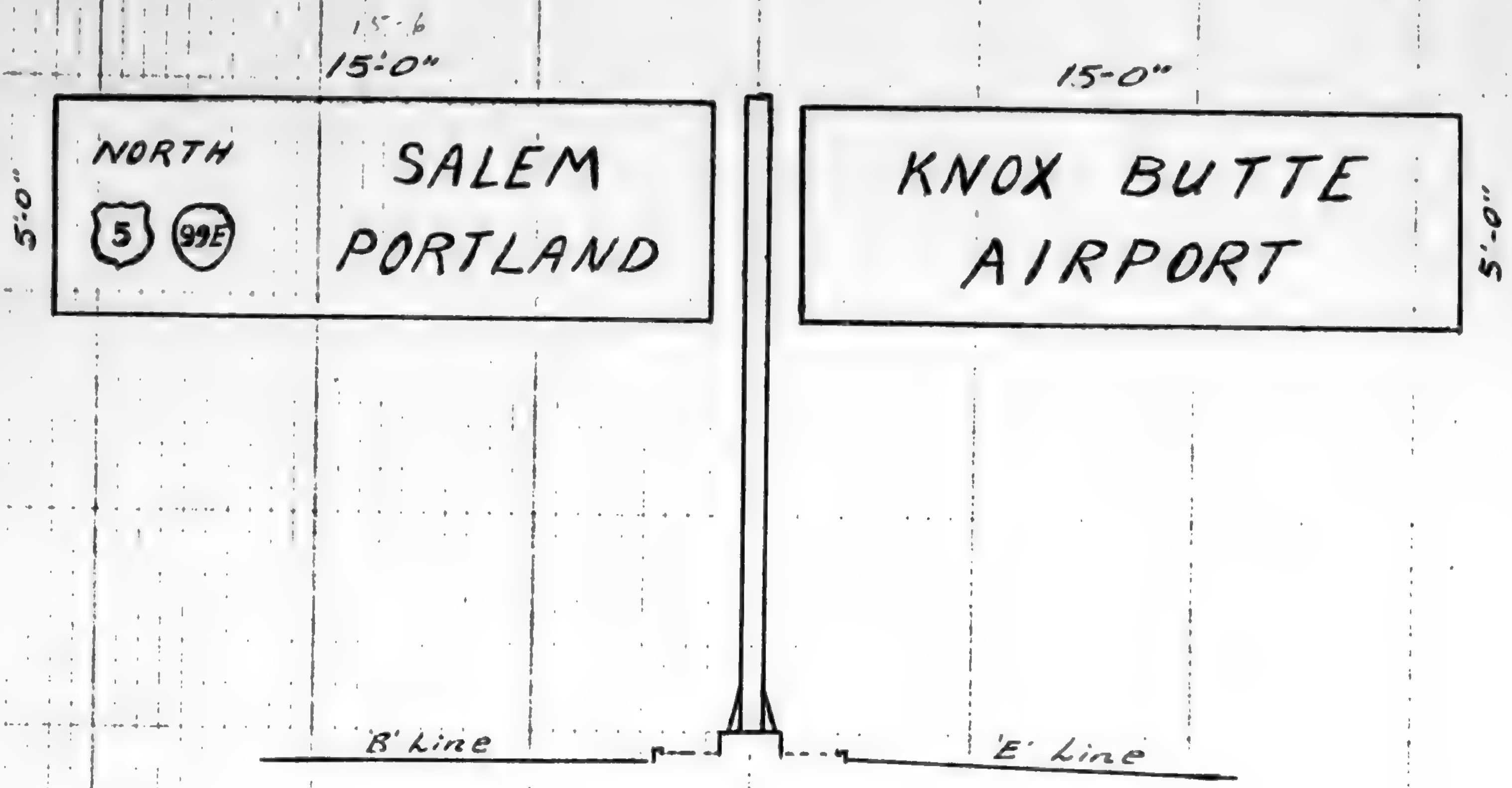
SHEET 3 OF 21

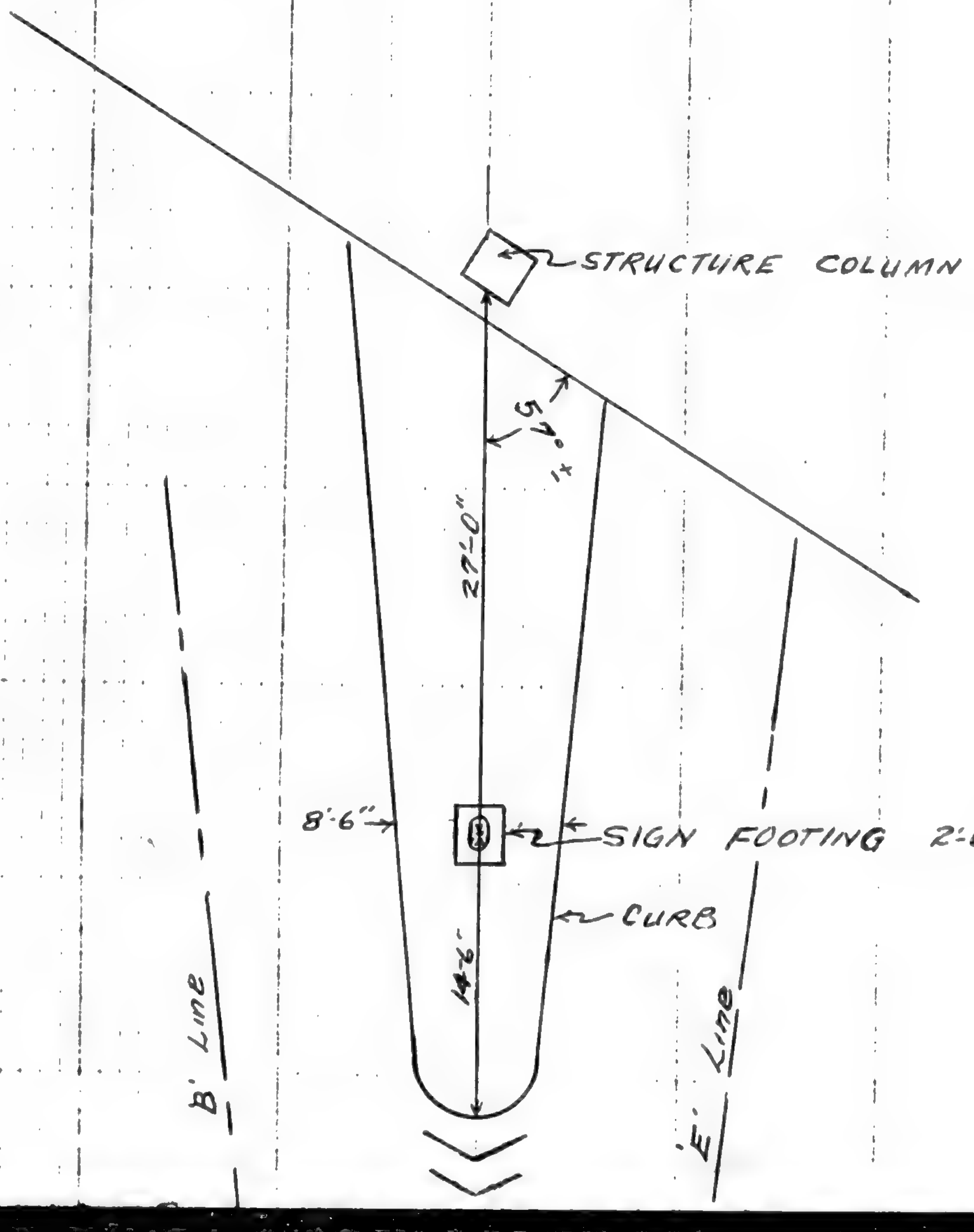
T.E.D. DWG. NO. 987

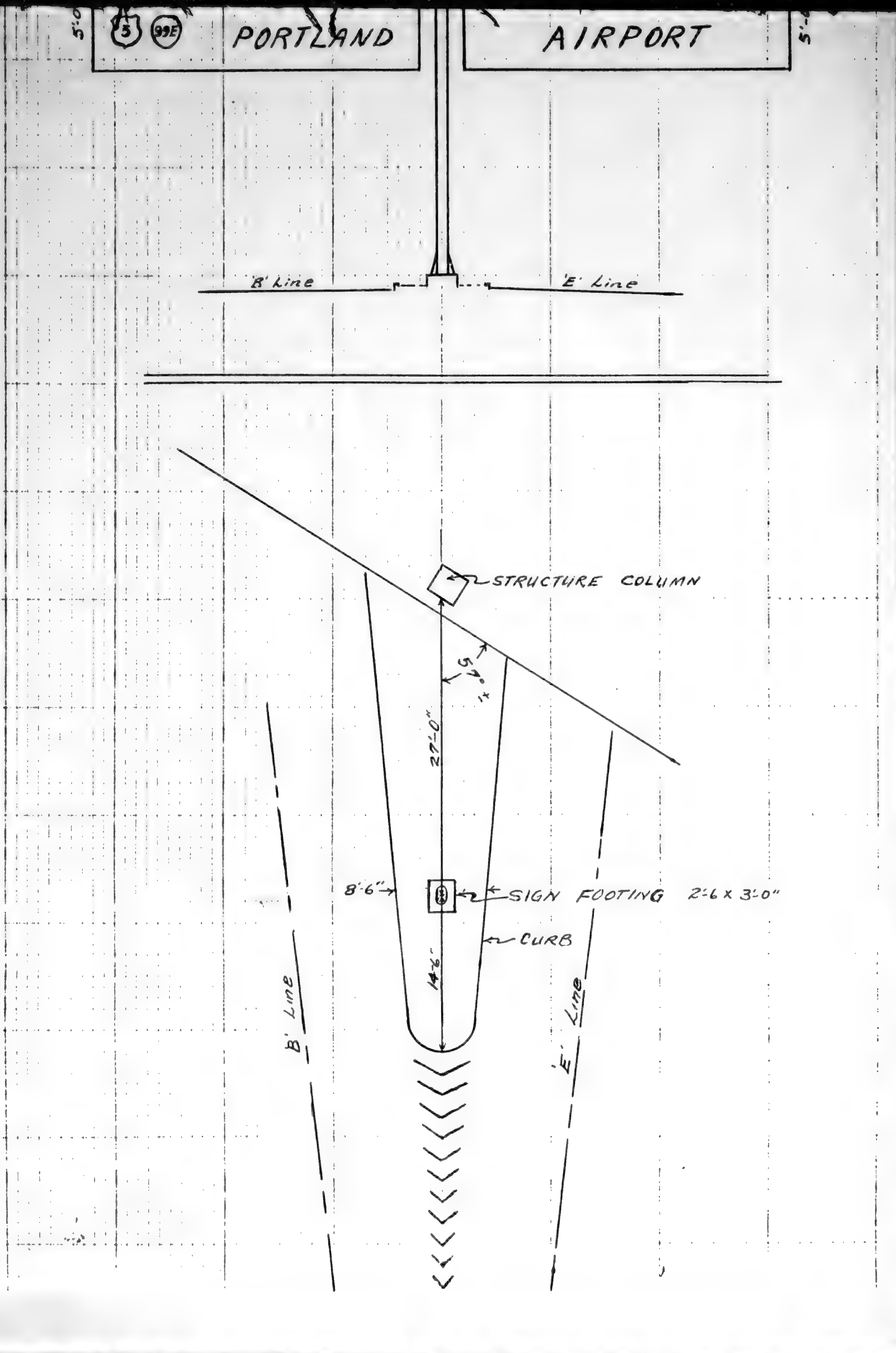
N. ALBANY INT.-LEBANON RD INT.
CONTRACT NO. 8010

NORTH ALBANY INTERCHANGE BUTTERFLY SIGN

Should be illuminated


15-6
15'-0"
15-0"
5'-0"
NORTH
5
99E
SALEM
PORTLAND
KNOX BUTTE
AIRPORT
5'-0"
'B' Line
'E' Line


STRUCTURE COLUMN
57° ±
27'-0"
8'-6"
SIGN FOOTING 2'-6 x 3'-0"
CURB
14'-6"
'B' Line
'E' Line


5'-0"
5
99E
PORTLAND
AIRPORT
5'-0"
'B' Line
'E' Line
STRUCTURE COLUMN
5'-0"±
27'-0"
8'-6"
SIGN FOOTING 2'-6 x 3'-0"
CURB
14'-6"
'B' Line
'E' Line

FORM E-30

I-5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
SALEM, OR 97310

DATE July 12, 1974

TO J. H. Versteeg
Road Design Engineer

FROM L. E. George
Traffic Engineer

L E George

SUBJECT Signing
N. Albany Interchange to
Lebanon Road Interchange
Pacific Highway
Contract No. 8010

The Region II Office, through its Traffic Engineer Rick Kuehn, has requested that the thru destination signs on the proposed cantilevered sign structures at the Santiam Highway be deleted.

This office concurs with this suggestion. You will find attached copies of the sign plan and cross sections. We do feel that the cardinal directions (NORTH, SOUTH) shown on Signs 8 and 20 should be enlarged to 8-inch caps. There is ample space on both signs to make this revision without moving any other legend.

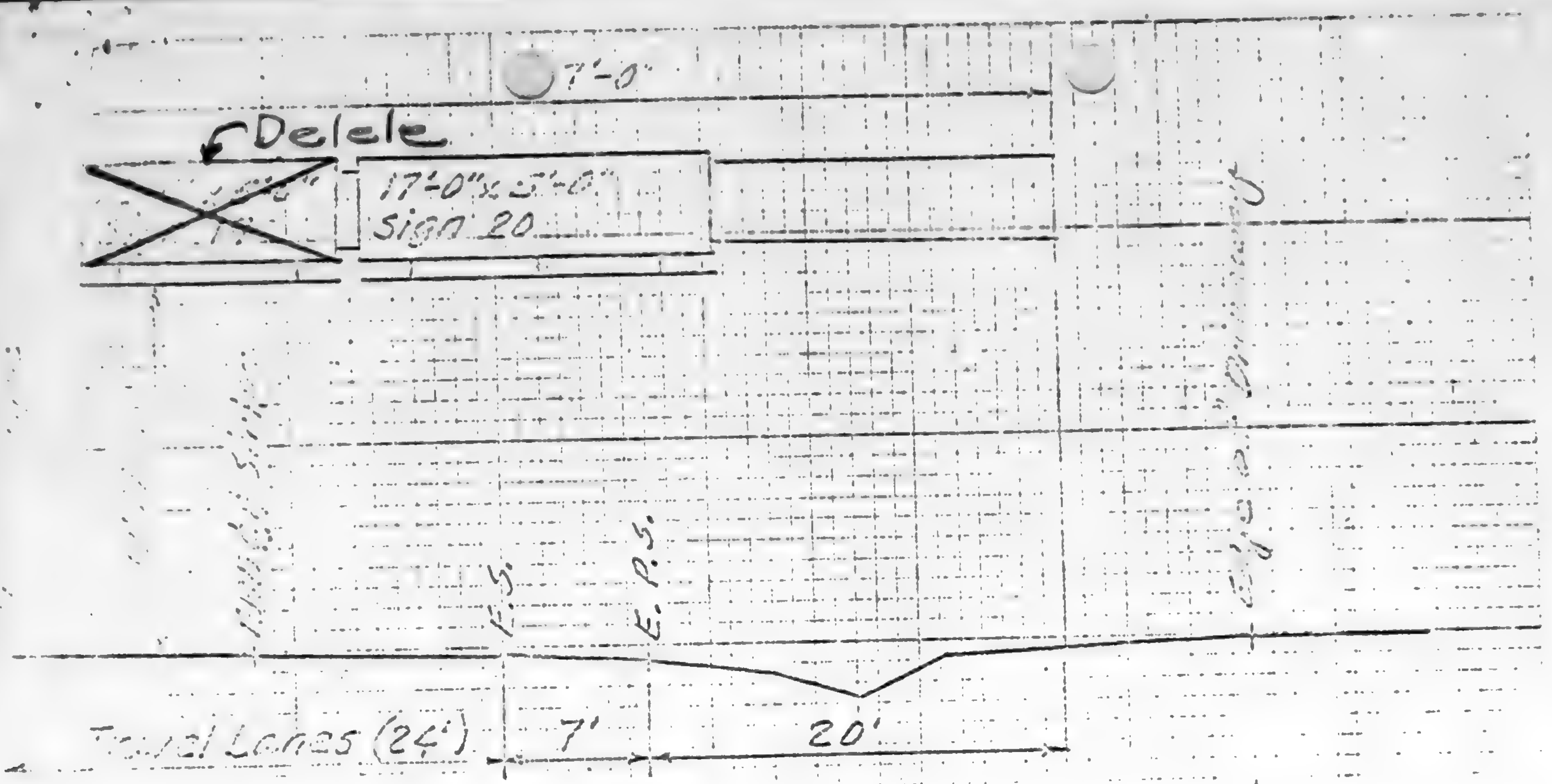
Would you please supply the Region with necessary plans for making this revision.

1 ✓
2 T
2 Swenson

ELS:pb
Attachment

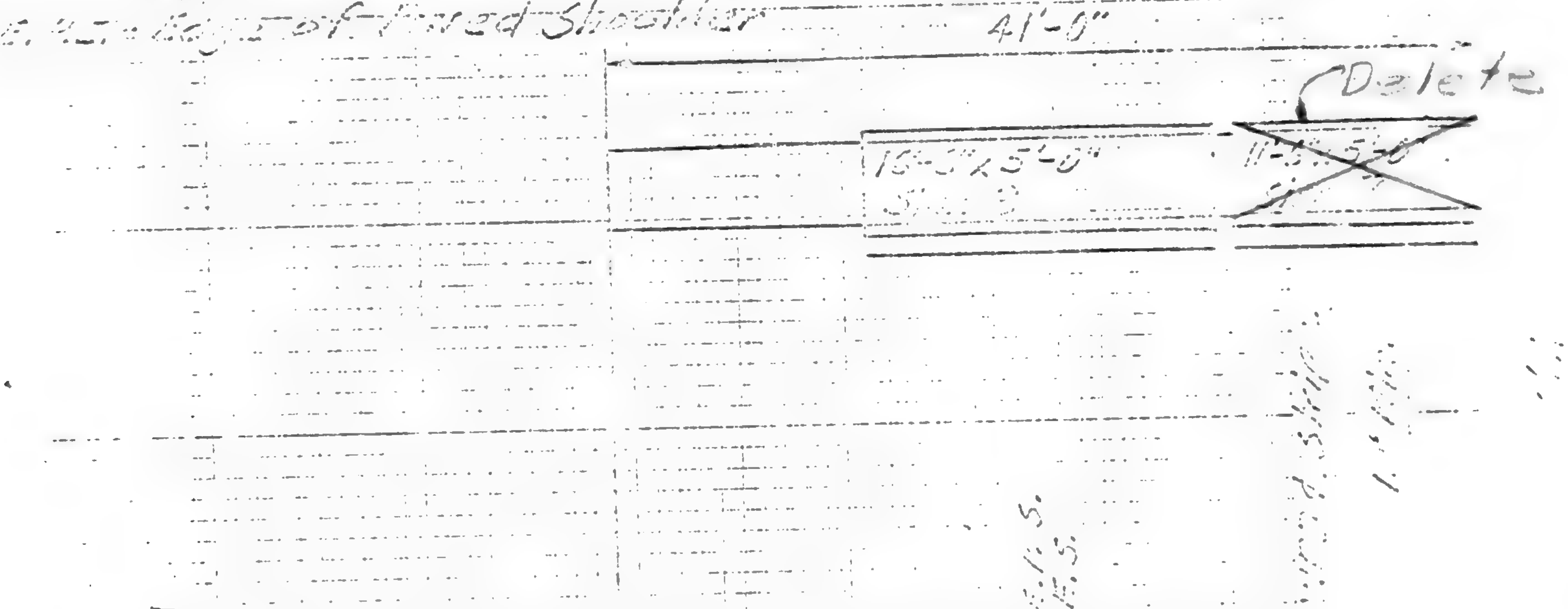
cc: C. O. Fredrickson - w/att.

REFERRED TO Beard
____ Cole ____ ____ Reed ____
____ Eriksen ____ 1 Sample ____
____ Hager ____ ____ Watson ____
Return ☐ [✓ Forward] ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER


7'-0"
Delete
17'-0" x 5'-0"
Sign 20
Paved Shld.
E.S.
E.P.S.
Travel Lanes (24')
7'
20'

Sta. "A" 112+94 Rt. (Looking Ahead On Stations - Facing Signs)

E.S. = Edge of Normal Traveled Way
E.P.S. = Edge of Paved Shoulder


41'-0"
Delete
16'-3" x 5'-0"
E.P.S.
E.S.
Paved Shld.
20'
Travel Lanes

Sta. "A" 135+00 [illegible]

[illegible]

South [illegible]

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OR 97310

DATE June 27, 1974

TO C. O. Fredrickson
Region II Engineer

Attention: Jerry Wimer

FROM L. E. George
Traffic Engineer

SUBJECT Signing
N. Albany Intchge.-Lebanon Road Intchge.
Section.
Pacific Highway
Contract No. 8010

Several days ago, yourooffice telephoned this office in regard to the two butterfly sign structures at the S. Santiam Interchange on the above named section.

From a standpoint of safety, we recommend that the two butterfly sign structures be removed and replaced by two overhead cantilevered sign supports. At both locations it would be possible to install both signs on a single cantilever. We are attaching a plan and cross-section showing our recommended location and setback for the cantilever sign supports, if you decide to install them.

The estimated cost for the two cantilevered sign structures would be approximately $45,000. Final design of the cantilevers and their supports may be obtained from the Bridge Design Section by sending them a copy of the attached drawing on the cross-section paper.

If you desire any further information, please contact us.

ELS:pb
Attachment

cc: Bill Sample

This change has
been done

#8010 6-24-74

8

FORM PR-33A
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

WASH DC (HHO-32)
OSHD (Coulter)

INITIAL INSPECTION REPORT

(Check appropriate box) ☐ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Linn	Division Oregon
Date of Inspection 6/24/74	Inspection Made By P. V. Riedl, Area Engineer	Original signed by P. V. RIEDL	Project No. I-5-4(78)228

In Company With
Gerry Wimer, Reg. 2 Const. Engr; Jack Martin, Res. Engr.

Location
N. Albany Interchange-Lebanon Road Interchange Section of I-5 south of Albany.

Contractor Name and Address
Morse Bros. Inc., E. Grant Street, Lebanon, Oregon 97355

Award Date 4/29/74	Contract Amount $1,392,266.80	Time Allowed 200	Time Started 5/14/74	Work Started 5/22/74
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 16 %	Work Completed 3%	

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grading Paving Guardrail Signing Traffic Signals	Y006	6.84			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

COPY SENT
JUL 08 1974
Washington

REMARKS: **(Report details of statewide inspection-in-depth on form PR-33D)*

N ALBANY INTER.-LEBANON ROAD INTER.
Pacific Highway
Grading, Paving, Guardrail, Signing & Traffic Signals

This project is located on Interstate 5 begining at Albany Avenue and extending to the Lebanon Road Interchange - a distance of 6.84 miles.

The work consists of the construction of flattening slopes, aggregate base and shoulder slopes, and asphalt concrete pavement. Also construcing three impact attenuators, guardrail, concrete barrier, highway signs and supports, and two traffic signal installations.

Completed Work

Signing	10%
Guardrail	10%

[illegible] 1974
Office of
Assistant State [illegible] Engineer

7-9-74
orig. to Const.

NOTED
H.S. COU

Work in Progress

Subcontractor is installing guardrail at the north end of project. Contractor was removing wing walls on east end of the reinforced concrete box culvert and installing a temporary pipe in the box.

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

Comments

A preconstruction conference was held and the details are on file with the highway department.

The contractor now plans to obtain the embankment material from his privately owned source. Approval and details are being obtained by the Resident Engineer.

The required signs and posters will be placed at the field office as soon as the building is completed. The EEO officer has been selected.

The work on the project is progressing satisfactorily.

Salem, Oregon

June 4, 1974

Jack Martin, Resident Engineer

Frank E. Terpin, Final Design Engineer

Signal Ahead Sign (W-301)
N. Albany Interchange-Lebanon Road Interchange Sec.
Pacific Highway (I-5)
Linn County
Contract No. 8010

We have reviewed your submittal for alternate "Signal Ahead" sign and feel that it should not be approved.

Since implementation of the 1971 "Manual on Uniform Traffic Control Devices" we have endeavored to use diagramatic signs exclusively where indicated in the manual. We have been calling only for the diagramatic "Signal Ahead" sign and plaque shown on 71 of the manual.

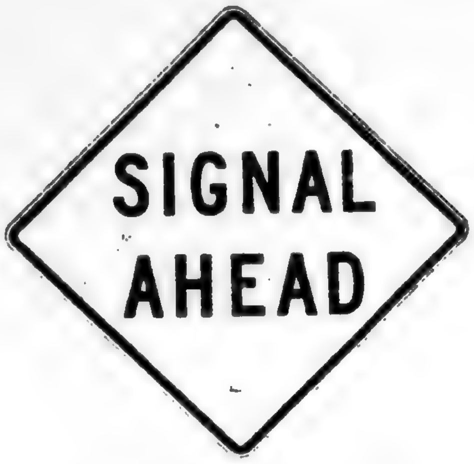
WGB:we
Attachments
cc: C. T. Keasey
C. O. Fredrickson
W. G. Beard

1 Versteeg ✓
A. Olson
Terpin
Scott
2 Swenson
R. Olson
Trout

RECEIVED
JUN - 5 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

SIGNAL AHEAD SIGN W-301



National Manual W3-3

SIGN SPECIFICATIONS					
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			
		LINE 1	LINE 2	LINE 3	LINE 4
W-301-30	30"x30"	6"-C	6"-C		
W-301-48	48"x48"	9"-C	9"-C		

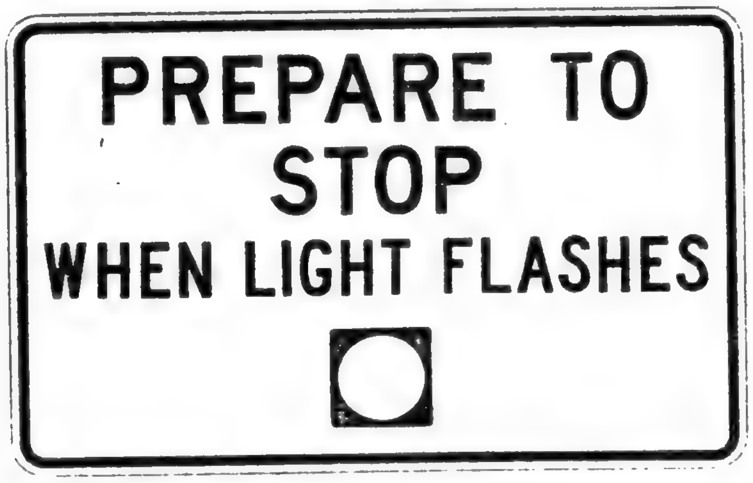
The SIGNAL AHEAD sign shall be used on the highway or major street approaches to all traffic control signals, or special applications thereof, with the exception of signals within a system of signals. It shall be used on the side road or minor street approaches only where the signal is not visible for a distance of 600 feet in advance of the intersection or where the prevailing approach speeds or conditions of visibility, such as where lights or illuminated signs at the intersection may distract the motorist's attention from the signal, justify an advance warning.

If the speeds at which the vehicles approach a traffic control signal, or special application thereof are extremely high, a caution signal shall be installed in conjunction with the SIGNAL AHEAD sign as explained in Part III of this manual.

The size of the SIGNAL AHEAD sign when used in urban areas is optional. At all other locations the oversize sign shall be used.

PREPARE TO STOP WHEN LIGHT FLASHES W-302

The PREPARE TO STOP WHEN LIGHT FLASHES sign shall be a horizontal rectangle with a caution signal incorporated in the sign. It shall be used in advance of a traffic control signal, or a special application thereof, that is not visible for a sufficient distance for the motorist to bring the vehicle to a stop.



SIGN SPECIFICATIONS					
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES			
		LINE 1	LINE 2	LINE 3	LINE 4
W 302-42	66"x42"	6"-D	6"-D	5"-C	

8010

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 29, 1974

TO J. H. Versteeg, Road Design Engineer

C. G. Swenson

FROM C. G. Swenson, Specifications Engineer

SUBJECT Jerry Wimer's Letter to Keats Oliver and Jack Martin re Median Access on N. Albany-Lebanon Road and Lebanon Road-Halsey Projects

Attached is a copy of a Memo written by Art Brummitt setting forth why the Plans, Specifications and Addendum Letters on the subject projects contained "pit falls" as set forth in Jerry's letter.

We have no comment on their proposed changes to "lane control". This method of controlling traffic results in some narrow lanes but evidently it has worked on the Hubbard-Woodburn and Woodburn-Hayesville Projects.

CGS:jh

1

2

FORM 81-734-1030

OREGON STATE HIGHWAY DIVISION

FILE: 622-1052

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 20, 1974

FROM: Gerald W. Wimer ORIGINAL SIGNED BY GERALD W...
REGION CONSTRUCTION ENGINEER

SUBJECT: Median Access
North Albany-Lebanon Road &
Lebanon Road-Halsey Section
Pacific Interstate Highway

TO: ~~Keats Oliver~~
~~Jack Martin~~
RESIDENT ENGINEERS

Not only the plans and specifications for the subject sections, but also change letter number 1 on both projects have pit falls with respect to median access.

Except for specific instances on the Lebanon Road-Halsey section, median access is to be obtained by acceleration and deacceleration lanes. Construction of these acceleration and deacceleration lanes would require lane control for longer periods of time that would pertain if the entire median construction was done under lane control.

Lane control was discussed at the North Albany-Lebanon Road section preconstruction and in more detail at a meeting later the same day. That contractor, Morris Brothers Incorporated, was agreeable to maintaining two lanes of through traffic in their lane control. The resulting lanes are narrow and there are hazards involved in setting up the lane control.

Therefore, it is agreeable to this office that insofar as median access is concerned, it can be done under the lane control describe in the plans providing:

3 2 1

1. Only one direction of traffic is involved.
2. This means the contractor's hauling equipment must be routed through the next temporary or permanent interchange.
3. No Friday afternoon lane control is allowed.
4. Lane control will be limited to one-half mile in length and there must be at least one mile before another lane control is allowed.
5. If undue congestion results, this offer is rescinded and the two lanes of through traffic will be reconsidered.
6. Since the lane control for the median work is essentially the same as lane control for the acceleration and deacceleration lanes, the only difference between this and the modified contract plan, is the extra haul as opposed to the cost of constructing the acceleration and deacceleration lanes called for in the modified plan. These will be considered to be off-setting and no change of cost involved.

K

7. This change is documented by a letter or price agreement signed by both the contractor and resident engineer. If a price agreement, it must be processed through channels.

The above modifies median access only and not access to the outside shoulder area. Access to the outside shoulder area is being studied by Resident Engineer, Keats Oliver and will be reconsidered after his report is available.

5-22-74
Discussed w/ Wimer & Miller
Approved for trial.
CTK

GWW/elk
cc: C. T. Keasey ✓

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 28, 1974

TO MEMORANDUM TO THE FILES

Art Brummitt

FROM Art Brummitt, Specifications Writer

SUBJECT Median Access on the
No. Albany-Lebanon Road Section
& Lebanon Road-Halsey Interchange Section

In regard to Mr. Wimer's letter to Keats Oliver and Jack Martin dated May 21, 1974, it would seem that if there are pit falls in the plans, specifications and revision letter no. 1 with respect to access to the median area, that they are there at the request of Mr. Wimer.

On April 8, 1974, John Bond received a phone call from Mr. Wimer stating that he had some questions regarding the plans and specifications on the subject projects.

On April 10, 1974, John Bond brought to this office a copy of some notes to Mr. Wimer from Keats Oliver with a note on the bottom to John Bond stating that this should apply to both jobs.

These notes were reviewed and John Bond set up a meeting in Mr. Coulter's office to discuss the suggested changes and decide what to do.

On April 10, 1974, the meeting was held in Mr. Coulter's office with the following in attendance:

E. S. Hunter
C. T. Keasey
John Bond
Lyle Watson
C. G. Swenson
Art Brummitt

At this meeting, after considerable discussion, it was decided to go along with the suggestions in the notes from Keats Oliver to Jerry Wimer, concerning access to the median, with only one exception; one lane closure by coning off a portion of a travel lane for use as an acceleration lane at small work areas would not be prohibited on Friday afternoons, Sunday afternoons and Holidays.

CONCLUSION

The changes concerning access to the median area with the contractor's hauling equipment as suggested by the notes transmitted to John Bond were issued to the bidders in revision letter no. 1 and are exactly as requested by the field with the one exception as noted.

AB:jh

622-1053

Lebanon Road Interchange-Halsey Interchange
Pacific Highway

108.4 -1 Add to paragraph 3 the following:

At areas of either the median or the right side where only small work areas are accessable due to existing creeks and rivers being spaced close together the Engineer may delete the requirements for acceleration and deceleration lanes and allow the contractor to enter and leave the freeway by the one lane closure method detailed on sheet 2G of the plans, except that lane closures will not be permitted on Friday afternoons, Sunday afternoons, or during Holidays.

108.04 - 1 (4th paragraph) delete the 4th paragraph and substitute the following:

The contractor will not be permitted to cross the median area from one side of the freeway to the other with his hauling equipment, either loaded or empty except:

(a) at existing highway interchanges.

(b) at temporary interchanges constructed at existing highway overcrossings~~x~~ structures. Said temporary interchanges shall be removed by the contractor when no longer needed. No seperate or additional payment will be made for the construction and removal of ~~ai~~ said temporary interchanges.

(c) The contractor will be permitted to enter the median area from one side loaded, deposit the load, turn around and enter the freeway on the other side empty, provided that temporary acceleration and deceleration lanes are provided as detailed on sheet 2F of the plans. This movement will not be allowed using the lane closure method detailed on sheet 2G of the plans.

OK with limitations

Jerry –

Rout. 29 [illegible] Limits

Division Road Construction sign should be specified for Northbound traffic on the Lebanon Rd Int. – Kilsey Int. section and for southbound traffic on the N. Kilbany Int. – Lebanon Rd Int. section. Small signs for the opposite end of each.

OK

Change Shoulder pavement specs on N. Kilbany Int. – Lebanon Rd. Int. to our normal P.O. specs.

No [illegible]

Temporary Intersection pav. should be eliminated as per attached on the Lebanon Rd Int. – Kelsey Int. section to SAVE FUEL

OK

Kenis

Sent 4-10-74 JJK

cc John Bond w/attach – Should apply to both jobs.

Form 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
May 21, 1974

FILE: 622-1052

Routing
Kensey
Pond
Lockmond
Harwood
John
Wall
Scofield
Glenn
Burg

RECEIVED
MAY 23 1974
CONSTRUCTION

FROM: Gerald W. Wimer ORIGINAL SIGNED BY GERALD WIMER
REGION CONSTRUCTION ENGINEER

TO: Keats Oliver
Jack Martin RESIDENT ENGINEERS

SUBJECT: Median Access
North Albany-Lebanon Road Sec
Lebanon Road-Halsey Section
Pacific Interstate Highway

Not only the plans and specifications for the subject sections, but also change letter number 1 on both projects have pit falls with respect to median access.

Except for specific instances on the Lebanon Road-Halsey section, median access is to be obtained by acceleration and deacceleration lanes. Construction of these acceleration and deacceleration lanes could require lane control for longer periods of time that would pertain if the entire median construction was done under lane control.

Lane control was discussed at the North Albany-Lebanon Road section preconstruction and in more detail at a meeting later the same day. That contractor, Morris Brothers Incorporated, was agreeable to maintaining two lanes of through traffic in their lane control. The resulting lanes are narrow and there are hazards involved in setting up the lane control.

Therefore, it is agreeable to this office that insofar as median access is concerned, it can be done under the lane control described in the plans providing:

1. Only one direction of traffic is involved.
2. This means the contractor's hauling equipment must be routed through the next temporary or permanent interchange.
3. No Friday afternoon lane control is allowed.
4. Lane control will be limited to one-half mile in length and there must be at least one mile before another lane control is allowed.
5. If undue congestion results, this offer is rescinded and the two lanes of through traffic will be reconsidered.
6. Since the lane control for the median work is essentially the same as lane control for the acceleration and deacceleration lanes, the only difference between this and the modified contract plan, is the extra haul as opposed to the cost of constructing the acceleration and deacceleration lanes called for in the modified plan. These will be considered to be off-setting and no change of cost involved.

7. This change is documented by a price agreement.

The above modifies median access only and not access to the outside shoulder area. Access to the outside shoulder area is being studied by Resident Engineer, Keats Oliver and will be reconsidered after his report is available.

GWW/elk
cc: C. T. Keasey ✓

Note to C. T. Keasey: This is a revised copy.

8010

I-5

FORM E-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

Routing
1 Keasey
2 Bond
3 Jackmond
4 Harwood
Johnson
Walker
Scofield
Glenn
Berg

RECEIVED
MAY 24 1974
CONSTRUCTION
SECTION

DATE May 23, 1974

TO C. T. Keasey, Construction Engineer

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT N. Albany Interchange-Lebanon Road Section
Substitution of bar reinforcement for welded-wire fabric

Jack Martin, Resident Engineer on the subject project, has advised us by telephone that the contractor has been unable to secure 4 x 4 welded wire fabric required for at least two contract items, paved end slopes and concrete barrier. To relieve this problem, it was suggested that No. 3 bars at 12-inch centers or No. 4 bars at 16-inch centers be substituted for the required fabric.

It is our opinion, under the circumstances, that either substitution is acceptable for the paved end slopes where the fabric functions essentially as temperature steel. However, in the case of the concrete barriers, the intended primary purpose of the wire fabric has been to prevent or at least reduce fragmentation in the event of collision.

Therefore, it is suggested, in the latter case when substitution is necessary, that two No. 3 or No. 4 deformed bars be placed two inches in and two inches down from the barrier top in lieu of the 24-inch wide mesh. This solution only addresses the fragmentation problem as applied to installed concrete barrier. Any additional reinforcement necessary to the fabrication, handling or installation of precast units is considered the contractors responsibility.

Where substitution is formally requested, documentation of the material shortage should be provided and an appropriate price agreement processed whether a cost adjustment is effected or not.

Mr. Martin's office has been advised of our views and recommendations by telephone.

1 Verstaeg
A. Olson
2 Terpin
Scott
3 Swenson
R. Olson
Trout

RECEIVED
MAY 29 1974
ROAD DESIGN

☐ Requires Reply
☐ Requires Approval
☐ Receiver Keep
☐ Do not File
Return To
Bring Up
Other

WWR:we
cc: Gerry Wimer
Jack Martin, Resident Engineer

Copy to F E Terpin
5-28-74

A[illegible]ED 5-28-74
C. T. Keasey - Substitution outlined above ok where necessary

8010

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 20, 1974

Mr. O. M. Payton
Director of Public Works
City Hall, P. O. Box 490
Albany, Oregon 97321

N... D
F. B. KLABOE

Dear Mr. Payton:

Your letter of April 26, 1974 to Mr. Victor D. Wolfe, Oregon State Highway Location Engineer, has been forwarded to this office.

The traffic signal revision work on Highway 20 at Price Road is part of a Federal-Aid Interstate project which requires that all salvageable material become the property of the contractor. If it was not an Interstate Project we would be agreeable to dividing the salvage. Even so, the City of Albany does not lose their original investment as they will be getting a new upgraded signal.

If the City desires, it could contact the contractor and working with the contractor, possibly buy the equipment from him. If any additional information is required, please contact us.

Very truly yours,

J H Versteeg
J. H. Versteeg
Road Design Engineer

RDT:we
bc: ~~F. B. Klaboe~~
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George

CEIVED
HWY ENGR
MAY 21 '74
REFER TO
FOR
Info | | /D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FARM AND FOREST PRODUCTS • GRACIOUS LIVING • METALS CENTER • SPORTS • TIMBER CARNIVAL

City of ALBANY

"Hub of the Willamette Valley"

CITY HALL • P.O. BOX 490
ALBANY, OREGON 97321

OFFICE OF PUBLIC WORKS
SUPERINTENDENT

April 26, 1974

Mr. Victor Wolfe
State Highway Location Engineer
212 State Highway Building
Salem, Oregon 97310

Re: North Albany Interchange-Lebanon Road
Interchange Section, Project No.
I-5-4 (78) 228

Dear Vic:

This is in regard to a recent bid opening on the above project, and the portion of this which I want to refer to is that of the traffic signal remodeling work on Highway 20 at Spicer Road.

The specifications as have been drawn up do not specifically indicate that the abandoned traffic signal poles and/or lights, etc. would become the property of the municipality involved or the State Highway Department. The reason for bringing this up is that I have been quite concerned over the years when State Highway made improvements to a particular area and especially traffic signals that the phased out system did not become the property of the municipality or state involved.

I have discussed this matter previously with our local District Engineer for the State Highway Department and at different times with various state people. It would seem that the word never does infiltrate down through to the particular agency which is writing the specifications in order to get this corrected. If you will recall, and I am sure the record will bear this out, that the city originally participated in the installation of these facilities on a 50-50 basis. They would be of value to us to some degree for setting up temporary installations at various locations.

I do not know if anything can be done about this particular job, but I would request that if at all possible something be done to help us in this regard, and will appreciate anything you can do or initiate which would be beneficial to us in this regard.

Thank you for your attention in regard to this matter.

Yours truly,

O. M. Payton, P. W. Supt.

RECEIVED
APR 29 1974
LOCATION
SECTION

OMP gbm
cc: Mr. Howard Johnson, State Highway District Engineer

"OUR SISTER CITY IS ALBANY, WESTERN AUSTRALIA"

No. Albany Intchg.-Lebanon Rd.
Intchg. Unit
Pacific Highway

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Willamette River
Linn County
Highway Job No. 80
Circulated as RP 1216

Expires: 5-17-75

MATERIAL REMOVAL/Fill PERMIT NO. 1559

MORSE BROS., INC.

is hereby authorized to remove/fill materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal/fill of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

May 17, 1974
Date

ATTACHMENT "A"

Special Conditions checked apply to Material Removal/Fill Permit No. 1559

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. ____________ for this project.
( ) b. will require a Waste Discharge Permit for this project.

( ) 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase ( ) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. ( ) a. The river shall not be diverted from its present channel.
(x) b. At the project's completion, the stream shall be
(x) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

(x) 4. All potholes or removal pits shall be (x) LEVELED (x) CONNECTED TO THE RIVER upon completion of a season's work ~~or by~~ ______________________.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED (x) __x__ GRASS __x__ SHRUBS ____ TREES SHALL BE PLANTED ~~prior to~~ __________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

( ) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE ( ) OPERATION OF EQUIPMENT shall be done in the active flowing stream from ______________________ without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of ________________________________ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [____________ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. The Division of State Lands retains the right to temporarily halt or modify the operation should excessive turbidity, damage to natural resources, or

( ) ~~11.~~ conflicts with other users occur.

May 17, 1974

OSHD Permit No.: 80
Job Name: N. Albany Intchg.-
Lebanon Rd. Intchg.
Pacific Highway
Linn County
RP 1559

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Morse Bros., Inc.
Corporate Name or Individual (Please Print)

E. Grant St., P.O.Box 7, Lebanon, OR 97355 258-8141
Address Zip Telephone No.

Robert A. Christman Gen Supt.
Signature of Contractor (Title)

Name of Sub-Contractor: (If applicable) N/A
Corporate Name or Individual (Please Print)

N/A
Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is dirt and gravel; fill is dirt and rock riprap.

b) Estimated Quantity (Removal) Over 50 Cu. Yds. (Fill) Over 50 Cu. Yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose and Proposed Use of Removal and/or Fill Removal is for channel change and box culvert construction. Fill is for riprap construction.

e) ~~Source of Fill Material (If Applicable)~~ ____________.

f) Disposition of Materials Removed (If Applicable) In highway roadbed

g) Proposed Period of Activity. ~~Removal~~ Awarded: May 1, 1974.
~~Fill~~ Time: 200 Calendar Days.

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations

Location.

RECEIVED
MAY 9. 1974
DIVISION OF STATE LANDS
PO #274430

a) Name of Stream as Listed on Map Cox Creek, Perwinkle Creek

b) Tributary of Willamette River

c) Located in See Plans (Legal Description) of Section 4, 16 / 16 Twp. 11 S / 12 S R. 3 W / 3 W.

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

PURCHASE ORDER

STATE OF OREGON

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H274430

SHIP TO	J. H. Versteeg, Room 223, State Highway Building, Salem, Oregon 97310
BILL TO	OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION 438 HIGHWAY BUILDING, SALEM, OREGON 97310
P. O. DATE	5-8-74
NO. INVOICES	3
ACCOUNT NUMBER	
BIENNIUM	
BID NUMBER	
COMMODITY CODE	
CLASS.	
FUND, PROJECT OR APPROPRIATION	
REQ. NO.	
AGENCY NO.	734

VENDOR
Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.

DELIVERY REQUIRED

TERMS

QUANTITY ORDERED	QUANTITY UNIT	QUANTITY REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea		Removal/Fill Permit OSHD No. 80			$50.00	622-1052-900P
			North Albany Intchg.-Lebanon Road Intchg. Unit				
			Pacific Highway				
			Linn County				
			Crew No. 007-00				

I Certify the Above Items are within Current Budget Allowance

ORDERED BY:

DATE 5-8-74

APPROVED

I Certify these Items are Authorized by the Dept. of General Services

AUTHORIZED AGENT SIGNATURE

DATE 5-8-74

RECEIVED BY

DATE

FORM 81-734-1036

ORIGINATOR

8010

May 15, 1974

Mr. Harold A. Leedom, Director
Department of Public Works
Post Office Box 490
Albany, Oregon 97321

Dear Mr. Leedom:

Your May 3 letter to Mr. H. S. Cox requested information concerning the disposition of the traffic signal control equipment that is being revised on the South Santiam Interchange at Spicer Road.

Federal regulations require that salvaged equipment, such as the traffic signal under question, revert to the ownership of the contractor who is performing the new installation. Although the State and the City have a share of ownership in the old equipment, neither will actually lose on the revision. At no cost to the City a new traffic signal is being installed which will operate more efficiently with less maintenance costs and will certainly produce safer operating conditions. It is suggested that you work directly with the contractor concerning the possibility of obtaining the equipment removed from this location.

Your letter also asked about the possibility of installing mast arms rather than span wires at this location. The physical features of the intersection do not make the installation of mast arm mounted signals desirable. In addition, it would create a considerable amount of delay at this time in changing the design and requiring the contractor to reorder completely new structural mounting equipment. We cannot recommend any changes in the contract at the present time.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
L. E. George
H. S. Cox
J. H. Versteeg C. O. Fredrickson

LEG:kw: ajw

City of Albany

May 3, 1974

RECEIVED
COUNTY & CITY SECTION
MAY 6 1974
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox
County-City Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Si:

SUBJECT: North Albany Interchange--Lebanon Road Interchange Section
Pacific Highway

The City of Albany has reviewed the plans for the proposed improvement, particularly in the area inside the City limits.

The only objections we would raise in regard to this project is the disposition of the existing signals at Highway 20 and Spicer Road and the type of new signal poles being installed.

It is my understanding that the City of Albany paid 50 percent of the cost of these signals and would suggest that the City is entitled, if not to the entire signal system at that intersection, to at least 50 percent of that system and wonder if there is any way your specifications can be changed to reflect this fact. ✓

It is doubtful whether letting the contractor salvage these materials in any way decreases the cost of the project to the State, and in my mind makes it even more desirable that the City obtain this equipment. ✓

In addition, we would like to suggest that the Highway Division change the signal pole design to mast arms rather than the span wires as now proposed. ✓

I would appreciate anything you could do for us in promoting our proposition.

Very truly yours,

Hal Leedom

Harold A. Leedom, P. E.
Public Works Director

kr 5-6-74

Referred to Traffic Engr. for decision & reply, please send cc's to Co-Cty & Reg. 2

Thanx
JMH.

8010

May 8, 1974

Division of State Lands
1445 State Street
Salem, Oregon 97310

Attention: Jan Haley

Dear Jan:

Re: OSHD Permit No. 80
No. Albany Intchg.-Halsey Intchg.
Pacific Highway
Linn County

Since our initial application the above job has been split into two units - No. Albany Interchange-Lebanon Road and Lebanon Road Interchange-Halsey Interchange. We have awarded the two contracts to two different contractors and so we will need two permits.

This application is for the No. Albany Interchange-Lebanon Road Interchange Unit. Attached with the signed application is Purchase Order No. H274430 for the fee. The signed application for the other Unit will be sent to you later.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:jh
cc: C. O. Fredrickson
Keats Oliver

OSHD Permit No.: 80
Job Name: N. Albany Intchg.-
Lebanon Rd. Intchg.
Pacific Highway
Linn County

REMOVAL/FILL PERMIT APPLICATION

Name of Contractor: Morse Bros., Inc.
Corporate Name or Individual (Please Print)

E. Grant St., P.O.Box 7, Lebanon, OR 97355 958-8141
Address Zip Telephone No.

Robert A. Christman Gen Supt.
Signature of Contractor (Title)

Name of Sub-Contractor: N/A
(If applicable)
Corporate Name or Individual (Please Print)

N/A
Address Zip Telephone No.

Description of Operation. Strike Inappropriate Words, Phrases, etc.

a) Materials to be Removed and/or Placed in Fill Removal is dirt and gravel; fill is dirt and rock riprap.

b) Estimated Quantity (Removal) Over 50 Cu. Yds. (Fill) Over 50 Cu. Yds.

c) Method of Removal and/or Fill Appropriate earthmoving equipment.

d) Purpose and Proposed Use of Removal and/or Fill Removal is for channel change and box culvert construction. Fill is for riprap construction.

e) ~~Source of Fill Material (If Applicable)~~

f) Disposition of Materials Removed (If Applicable) In highway roadbed

g) Proposed Period of Activity. ~~Removal~~ Awarded: May 1, 1974
~~Fill~~ Time: 200 Calendar Days

h) Precautions to Prevent Damage to Waterway As required by State and Federal Regulations

Location.

a) Name of Stream as Listed on Map Cox Creek, Perwinkle Creek

b) Tributary of Willamette River

c) Located in See Plans (Legal Description) of Section 4, 16 / 16 Twp. 11 S / 12 S R. 3 W / 3 W

d) Map - Contractor's Plans

Mail to: Mr. J. H. Versteeg, Road Design Engineer
Rm. 223, State Highway Bldg.
Salem, Oregon 97310

For Additional Information,
Phone 378-6558

1859

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

May 1, 1974

Morse Bros., Inc.
East Grant Street
P. O. Box 7
Lebanon, OR 97355

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY - [illegible] 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Gentlemen:

The Oregon Transportation Commission on April 29, 1974, accepted your proposal for work on the North Albany Interchange-Lebanon Road Interchange Section of the Pacific Highway in Linn County for the sum of $1,392,266.80. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Later that same day approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 8010.

Contract forms are being prepared and will be mailed to you for execution.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification ...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

fkn
bc
Pac. Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
Don Trout
C. O. Fredrickson
Dick Martin
Wm. Geibel (SAIF)

8010

U. S. DEPARTMENT OF TRANS

5-4(78)228

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-16-74

STATE PROJECT NO. NORTH ALBANY INTERCHANGE-LEBANON ROAD INTERCHANGE

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. 1-777

COUNTY NAME LINN

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
APR 17 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | A-t | File

NOTED
E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
APRIL 3, 1974	APRIL 3, 1974	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER
		PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* PERMANENT PAVEMENT STRIPING $1,000
TEMPORARY EROSION CONTROL 5,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S APRIL 1, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

4-18-74
original + title sheet
to Larry Rulien

RECEIVED
APR 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE 4-16-74

SIGNATURE OF APPROVING OFFICIAL

TITLE DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8010 5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 10, 1974

TO MEMO TO THE FILES

Original signed
C. G. Swenson

FROM C. G. Swenson
Specifications Engineer

SUBJECT Critical Materials and Fuel Required for the N. Albany Interchange-Lebanon Road Interchange Grading, Paving Guard Rail, Signing and Traffic Signals Project

NOTED
E. S. HUNTE

The subject project will require the following estimated quantities of materials and fuels:

Material	Quantity	
Asphalt Cement	320	Tons
Portland Cement	3,500	Cwt.
Reinforcement	7,800	Lbs.
Structural Steel	43,000	Lbs.
Diesel	360,000	Gals.
Gasoline	40,000	Gals.
Explosives	---	Lbs.

CGS:fw

cc: E. S. Hunter
John A. Bond
J. H. Versteeg

RECEIVED
APR 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8010 5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 4, 1974

In reply refer to: 10-41-B2

SUBJECT: Oregon Project I-5-4(78)228
North Albany Interchange-Lebanon
Road Interchange Section
Mandatory Borrow Sites

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. J. H. Versteeg

Mr. Terpin's letter of March 15 requested our approval to specify the Brown Borrow Source as a mandatory topsoil material site for the subject project.

We have been informed, following this request, that the Brown Source will not be considered for use as a materials source by the Highway Division.

Therefore we will not consider the request as proposed in the March 15 letter.

NOTED
E. S. HUNTER

G. L. Green

STATE
5'74
REFER TO

4-8-74
Copy Versteeg

8010

4.3.74

TRANSACTION NUMBER 4-5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 4-3-74
BY (Signature) L. W. RULIEN'S LETTER OF 3-12-74	
TITLE PROJECT MANAGEMENT ENGINEER	

CLASS OF FEDERAL FUNDS ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ____

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 777 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
777	I-5-4(78)228	0.0	1,850,000	1,706,995	I-5 NORTH ALBANY INTERCHANGE LEBANON ROAD INTERCHANGE LINN COUNTY-STATE OF OREGON	GRADE, DRAIN, GUARDRAIL, ILLUMINATION, TRAFFIC SIGNALS, RAILROAD PROTECTION SERVICE.

VED
WY ENGR
REFER TO
Hunter
Info | Invs | R/D | | Sign | Act | File

REMARKS (Division)

4-5-74
orginal to L.W. Rulien

NOTED
E. S. HUNTER

RECEIVED
APR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 4-3-74	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8010

Form FHWA 121 (Rev. 5-73)

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 2, 1974

In reply refer to: 10-41-B2

SUBJECT: Oregon Project I-5-4(78)228
North Albany Interchange
Lebanon Road Interchange
Impact Attenuators

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. E. S. Hunter

We have reviewed your request for installing two types of impact attenuators on the subject project.

You have shown it is in the public interest to select these two types of units for this project in accordance with PPM 21-6.3, Paragraph 16b, and we therefore approve your recommendation.

K. Hossner
for G. L. Green

4-5-74
Copy to Hart
Verstee

A. E. JOHNSON

VED
WY ENGR
4 '74
REFER TO
Hunter
FO

NOTED
E. S. HUNTER

RECEIVED
APR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8010

s

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 29, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Interstate Highway 5
N. Albany Intchge.-Lebanon Intchge. (6.8 Miles)
Lebanon Intchge.-Halsey Intchge. (11.5 Miles)
Linn County, Oregon

DESCRIPTION AND PURPOSE OF PROPOSAL This negative declaration is concerned with two safety and overlay projects that would upgrade an 18.3-mile section of Interstate Highway 5 between the North Albany and Halsey interchanges. Because the projects are similar in purpose and scope, it is convenient to treat them within a single negative declaration. Interstate Highway 5 is the principal north-south route through Oregon's Willamette Valley. The proposed projects are situated in a rural environment that is well-known for grass seed production. Relatively level farmlands abut much of the highway right-of-way.

The straight alignment of Interstate 5 in this section enables the motorist to observe traffic conditions for a considerable distance. As a consequence, traffic generally moves rapidly through this section. The principal driving hazards are related to heavy traffic, seasonal rains, and occasional dense fog. Water-filled depressions in the travel lanes may cause fast-moving vehicles to hydroplane. Should a driver lose control of his vehicle, he may have to negotiate shoulder slopes steeper than those presently designed by the Oregon State Highway Division.

The proposed projects would improve highway safety by leveling depressions with asphalt-concrete (Lebanon Interchange-Halsey Interchange), replacing existing guardrail with concrete shoulder barriers or new guardrail, installing new signs, and flattening shoulder slopes. In addition, the projects would require raising several overcrossings to compensate for the change in grade.

According to agreements with the State Executive Department and the Willamette Valley Council of Governments, these projects are of a type that do not require A-95 notification.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most significant impacts are related to safety improvement and the acquisition of borrow materials. Based on projected average daily traffic, improvement of highway safety is considered to be an especially important impact.[1] Physical impacts include the utilization of 674,200 cubic yards of borrow material for construction and landscaping. Project plans also include the rehabilitation of borrow sites for recreational or other purposes.

The Oregon State Highway Division proposed at least two sources to supply the necessary borrow material. One source, selected by the Highway Division, would provide 534,000 cubic yards of material for the Halsey Interchange-Lebanon Interchange project. An additional 140,200 cubic yards of topsoil material would be provided by the contractor under conditions stipulated by the Oregon State Highway Division. To assure that potential harm to the environment is minimized, provisions relating to the proper development and rehabilitation of borrow sources have been written into the contract specifications.

The Highway Division has designated the State-owned Saddle Butte quarry as being especially desirable as a borrow source.[2] The suitability of the material, the proximity of the borrow to the proposed projects, and the opportunity to improve an already scarred landscape favor the use of this site. In addition, the Linn County Planning Commission and the Oregon State Wildlife Commission are receptive to the Highway Division's multiple-use plan for the quarry.

[1] 1973 ADT: 18,800; 1993 ADT: 31,800

[2] Saddle Butte is located in the S. 1/2, N.E. 1/4, Sec. 9, T. 125, R. 3W, W.M.

Saddle Butte (el. 649) is typical of the intrusive basalt outcrops that dot the central and southern sections of the Willamette Valley. The butte is a conspicuous landmark rising approximately 390 feet above the rather flat valley floor. Vegetation on the butte is sparse, consisting mostly of grasses and scattered shrubs. The east side of the butte (not visible from Interstate 5) supports a few big-leaf maples.

The Saddle Butte quarries are located on the west side of the butte. The quarries have provided material for local railroad and highway projects for a number of years. The principal quarry is in public ownership and is readily visible from the freeway. The Oregon State Highway Division would like to continue to utilize the State-owned quarry for highway projects, particularly those projects on Interstate 5. The availability of borrow materials and the recognized need to improve the aesthetic qualities of the butte have prompted a proposal of quarrying and intermittent rehabilitation. The proposal includes:

(1) Removing material in benching stages.

(2) Shaping the butte after each significant quarry operation.

(3) Maintaining a berm covered with trees and shrubs to screen quarry activities from Interstate 5.

(4) Cooperating with the Oregon State Wildlife Commission in creating a wildlife habitat.

The Oregon State Wildlife Commission maintains that upland game birds such as pheasant and valley quail use the Saddle Butte area extensively. Songbirds of every species found in western Oregon may also be observed in the area. In addition, many small mammals, including some fur bearers, frequent the butte and vicinity. The Wildlife Commission suggests that plants used for screening are mountain ash, cherry, hawthorn, elderberry, oak, maple, hazel, apples, and cascara. Recommended shrubs are currant, rose, Oregon grape, snowberry, blackberry, and serviceberry.

Three alternative borrow sites, the Widmer quarry, Courtney Creek, and Woodworth properties, have also been considered as possible material sources. Although Oregon State Highway Division investigations indicate that Widmer quarry rock may be superior in hardness to that of Saddle Butte, (1) the Widmer quarry is in private ownership, (2) haul distance from source to project is greater, and (3) rehabilitation plans for the Saddle Butte borrow site would be deferred in the event that an alternative source is selected. These three factors tend to discourage the Highway Division from using the Widmer quarry as a source of borrow materials.

The Courtney Creek site was originally considered under a material acquisition and rehabilitation plan. Subsequent changes in highway design, however, eliminated the need to acquire the large quantity of borrow included in the Courtney Creek plan.

BASIS FOR NEGATIVE DECLARATION

The proposed construction on Interstate Highway 5 between the North Albany and Halsey interchanges is necessary to promote travel safety. Also, the proposed projects include an opportunity to utilize borrow materials in conjunction with a much-needed rehabilitation plan. It is the conclusion of the Oregon State Highway Division that the project as outlined above would not constitute a major action, as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of social or natural environments.

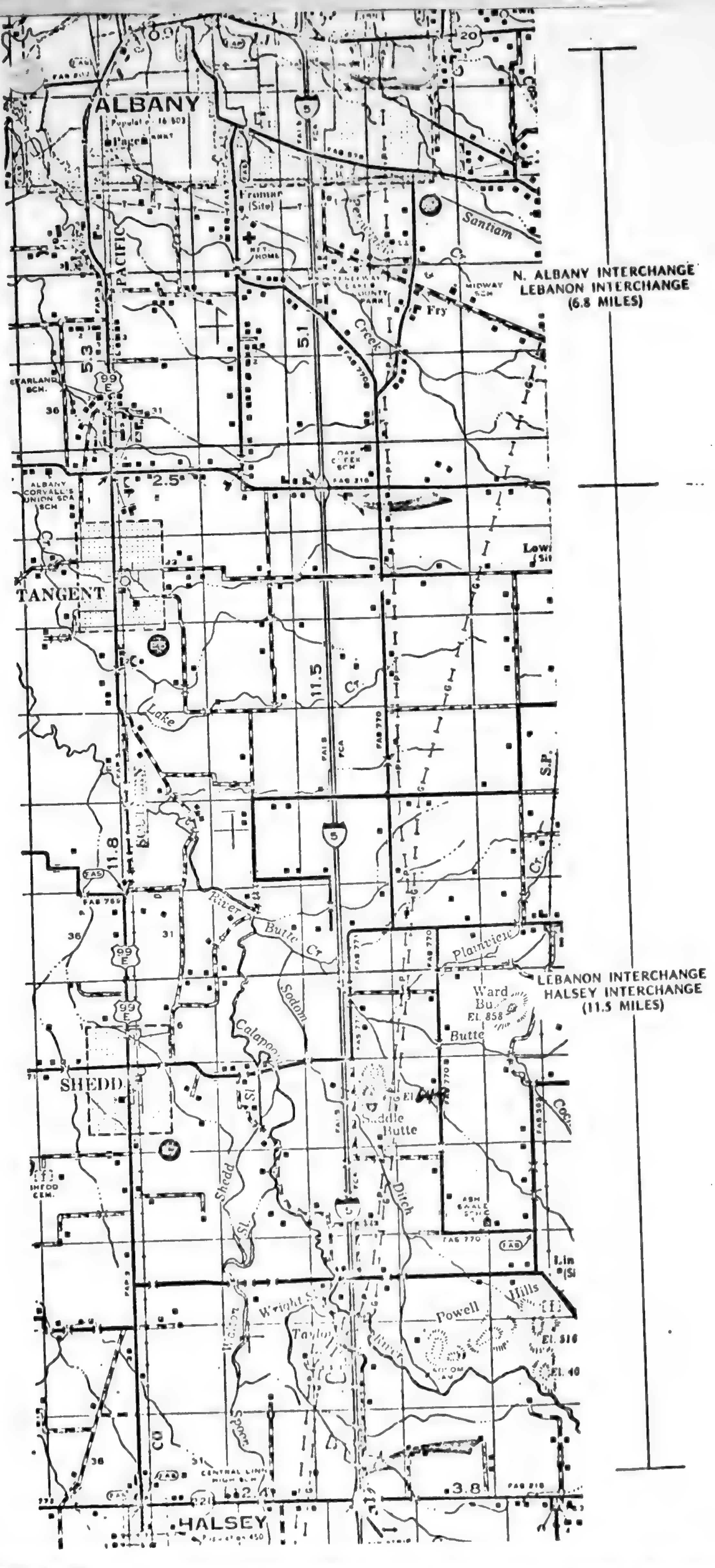
Your concurrence is respectfully requested.

Endorsement to Oregon State Highway
Division

Concur ______________________ Date APR 3 1974
Division Engineer

JK:sz bb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
C. O. Fredrickson


ALBANY
TANGENT
SHEDD
HALSEY
Santiam
Fry
Creek
PACIFIC
Lake
River
Butte Cr.
Plainview
Ward Butte
El. 858
Calapooia
Sodom
Saddle Butte
Shedd Sl.
Ditch
Powell Hills
Wright
Taylor
STARLAND SCH.
ALBANY CORVALLIS UNION SCH.
SHEDD CEM.
CENTRAL LINN HIGH SCH.
5.3
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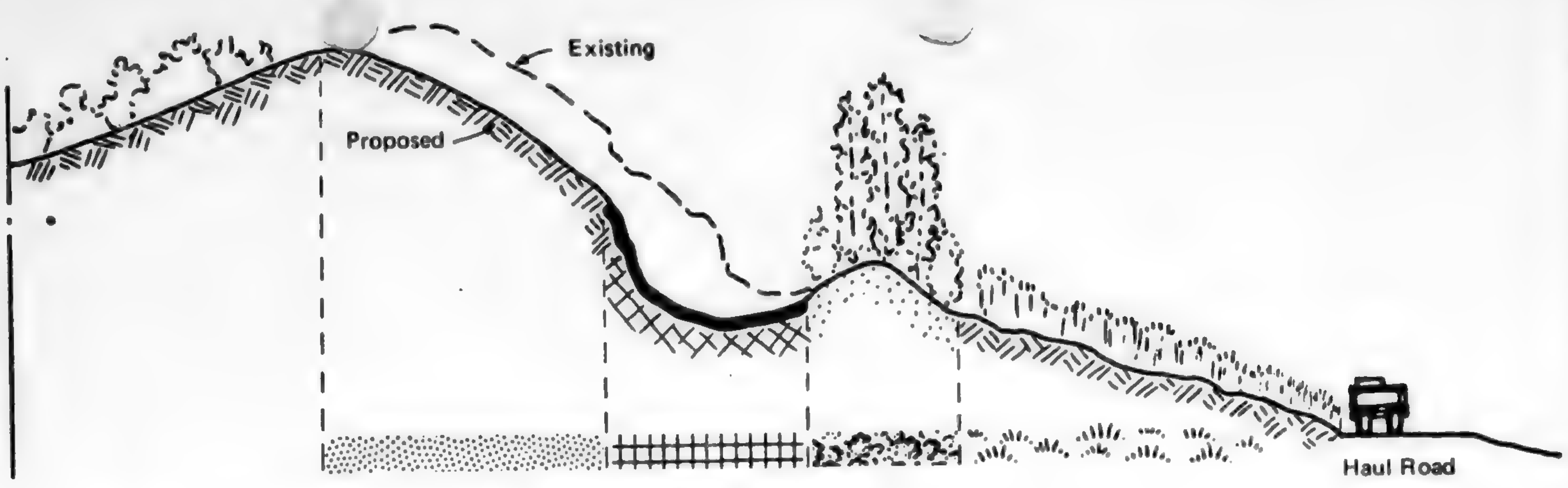
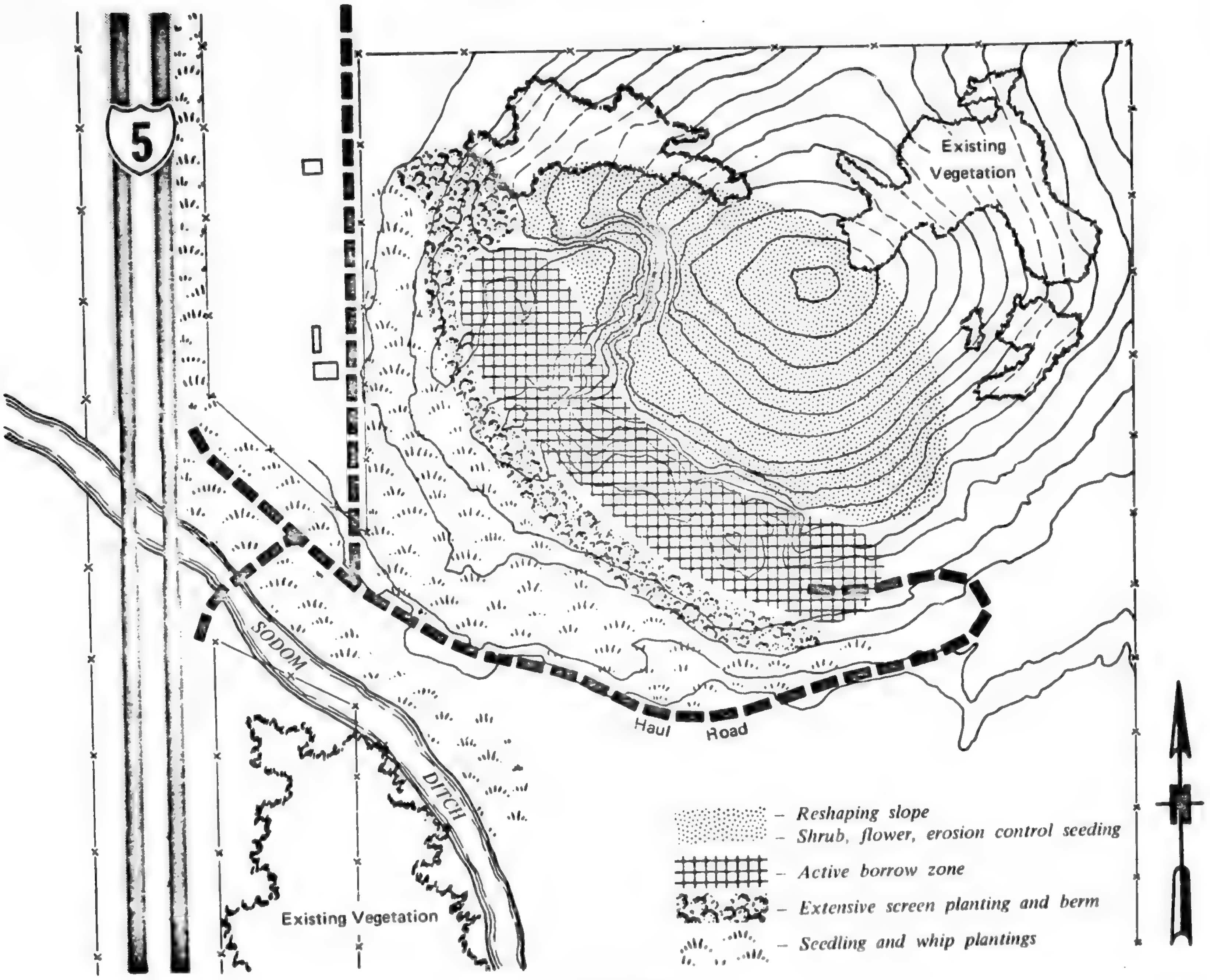
N. ALBANY INTERCHANGE
LEBANON INTERCHANGE
(6.8 MILES)
LEBANON INTERCHANGE
HALSEY INTERCHANGE
(11.5 MILES)


Existing
Proposed
Haul Road

CONCEPTUAL DIAGRAM


5
Existing Vegetation
SODOM
DITCH
Haul Road
Existing Vegetation
– Reshaping slope
– Shrub, flower, erosion control seeding
– Active borrow zone
– Extensive screen planting and berm
– Seedling and whip plantings

PLAN VIEW

SADDLE BUTTE BORROW PIT RECLAMATION

N. ALBANY INT.–HALSEY INT. SECTION
PACIFIC HIGHWAY

8010

March 25, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

North Albany Interchange-Lebanon
Road Interchange Section
Pacific Highway (I-5)
Linn County
Bridge No. 8223A

The above subject project calls for the installation of two Hi-Dro Cell units at the Santiam Interchange and one Hi-Dri Cell unit at the North Albany Interchange.

The two Hi-Dro Cell units designed for the Santiam Interchange are required to protect the motoring public from bridge columns. These units were selected over other attenuators for the following reasons:

1. Space limitations between the exit ramps and the mainline shoulders require a narrow unit.
2. The safety enhancement to both the maintenance personnel and motoring public in reduced time required to repair the units is significant compared to other impact attenuators.
3. There is no collision debris which can create a hazard to the freeway traffic.
4. Maintenance cost is low compared to other attenuator units.

5. Performance evaluation to date has been excellent. Injuries have been minor and damage low to both attenuator and vehicle and cost of repair small.

6. Uniformity. Maintenance people are familiar with units and stock of repair components is greatly simplified.

The Hi-Dri unit designed for installation at the North Albany Interchange is required to protect the motoring public from bridge columns located between the Knox Butte Road and the northbound on ramp to the freeway. This unit differs from the Hi-Dro Cell unit in that frangible cells are used instead of water-filled cells, otherwise components are similar to Hi-Dro Cell unit. The Hi-Dri unit was selected for this location for the following reasons:

1. We would like to gain experience with this unit to determine its merits and possibilities for future use. We have had no prior experience with this unit.

2. This installation is not situated in a high speed location nor in a spot that should receive frequent hits. As such a Hi-Dri Cell unit is a good choice as it will not require frequent inspection as is required with Hi-Dro Cells to see if there is water leakage.

3. Unit required at this location is small in size and is supposed to function in a more uniform manner than other small units. Also has capacity to absorb impacts at greater design speeds.

4. There is no impact debris.

This information is being supplied to you as required by FHWA federal-aid regulations.

Please review this request and give us your approval and/or comments. This project is scheduled for the April 25, 1974 bid letting.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

DOC:dh jf
bc: F. B. Klaboe
A. E. Johnson
W. J. Hart
J. H. Versteeg

8010

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 15, 1974

TO MEMO TO THE FILE

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Brown Borrow Source
North Albany Interchange-
Lebanon Road Interchange Section
Pacific Highway
Linn County

After discussing with G. W. Wimer, Region Construction Engineer, his proposal to offer the subject source as a prospective source rather than require it as a mandatory source, the decision was reached to require the mandatory use of the source.

All planning in the acquisition of the land and the development of the property and the statements made concerning its use have been made from the point of view of making the source mandatory. Commitments have been made to the Wildlife Commission.

Part of the land is being developed as a mandatory source for another project. In order to forestall the possibility of additional land being dug up and removed from production, it is deemed advisable to make the source mandatory for this project.

FET:we
cc: G. W. Wimer
R. N. Chase
C. G. Swenson
Lyle K. Watson

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 15 1974
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval ☐
Receiver Keep
Do not File
Return to
Bring Up
Other

8010

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

March 15, 1974

RECEIVED
MAR 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: North Albany Interchange-Lebanon
Road Interchange Section
Pacific Highway
Linn County

It is proposed to provide a borrow source for the subject project from which it will be mandatory for the contractor to acquire the material. It is our belief that to do so is in the public interest and request your approval to specify the source as mandatory.

The source for the material to be used on the project is referred to as the Brown Borrow Source. This source is located approximately one mile north of the south end of the project, one-fourth mile easterly of the highway.

The development plan for this source was made in cooperation with the Oregon Wildlife Commission with the intention that fish ponds would be developed out of the borrow pits. This multiple use plan ensures that the land involved is not wasted but continues to produce and provide public recreation.

The development plan has been reviewed by various concerned agencies and has their approval.

No other known developed source is in the area that could be utilized. Therefore if the proposed source were not used, some other land area would need to be developed either as a State-offered source or as a source of the contractor's choice. If the contractor opened his own source, additional land would be affected and removed from production.

It has been the experience of the State that although some control of the contractor's operation in his own site can be applied, usually the end result is less desirable than that which can be achieved by specifying a mandatory source and providing our approved development plan which must be followed.

Any other source provided by the contractor, the location of which is unknown at this time, might possibly cause the expenditure of large amounts of gasoline in longer haul and use of critical asphalt materials in maintaining existing roads used as haul routes. These unknown factors would be eliminated by the use of Saddle Butte as a mandatory source.

The property involved is the only land in the area found available that meets the material requirements. A contractor might find other land but the State was unable to do so.

The property is being proposed as a mandatory borrow source for topsoil for the Lebanon Road Interchange-Halsey Interchange Section adjoining the subject project. Use of the property as mandatory will avoid the proliferation of borrow pits.

We believe that consideration of the aforementioned conditions make it in the public interest to require the needed materials to be obtained from the proposed borrow sources and request that you concur in this proposal and grant your approval to do so.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Frank E. Terpin

Frank E. Terpin
Final Design Engineer

FET:jh

bc: E. S. Hunter
H. S. Coulter
R. N. Chase
C. G. Swenson
G. Wimer
L. K. Watson

8010 5

March 12, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-4(78)228

We are submitting program data for one Interstate project, Item No. 777, Project No. I-5-4(78)228, "N. Albany Interchange-Lebanon Road Interchange Section", which we desire to have included in the Federal-aid Interstate Highway Program.

The project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-16 as the work is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practices Related to Safety".

It is our present intention to receive bids for this project on April 25, 1974.

An environmental statement covering the N. Albany Interchange-Lebanon Road Interchange Section and the Lebanon Road Interchange-Halsey Interchange Section will be submitted, as a separate action, under the provisions of PPM 90-1.

The project is exempt from State Clearinghouse and District 4 Clearinghouse review under working agreements dated April 28, 1970 and August 7, 1970, respectively.

Public hearings are not required for this project under provisions of paragraph 6c of PPM 20-8.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety", constitute design approval for minor safety improvement work of this type. Therefore, design approval is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

DAR:bb
Enc.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

3-12-74

Budget Bureau No. 41-R2067;

U.S.

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	I-5 N. Albany Int.-Lebanon Rd. Int.	**ADT**	14,300	27,200	94	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	Gr.,Dr.,G-Rail,Illum.,Sign.,Tr.Sig.								I-	5-4

CARD 4

CLASS OF FEDERAL FUNDS: Interstate

NAME OF URBAN AREA (17-31): Albany

COUNTY NAME: Linn — CODE: 043

ROUTE NO.: I — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		I-5 N. Albany Int.-Lebanon Rd. Int.					
5					**ROW**							
5					**CONST** (CODE) (Safety)			0.0	1,850,000	1,706,995	143,005	

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1			0.0	1,850,000	1,706,995	143,005	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)		

REMARKS

Additional data see Items I-113, Project Nos. I-5-4(22)228
I-154, I-5-4(36)216
I-179 I-5-4(41)233

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-12-74

PROJECT LOCATION (45 typewriter spaces): I-5 N. Albany Int.-Lebanon Rd. Int.

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	14,300	27,200	94	10	Oregon	41	042	777

OSED WORK (35 typewriter: ,Illum.,Sign.,Tr.Sig.

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
I-	5-4	(78)	228	

UNDS: Interstate

COUNTY NAME: Linn CODE 043

A: Albany

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5	1	I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 N. Albany Int.- Lebanon Rd. Int.						Gr.(emb. in place); 6:1 rock slope for shldrs.;pave ramps; install & revise drainage strs.;guard-rail;conc.sh.barrier; sign adj. and/or frangible bases; impact attenuators; illum.;traffic signals & RR protection.
ROW								
CONST (CODE) (Safety)			0.0	1,850,000	1,706,995	143,005		ROW-300' normal; Access control-full; Park. restrictions-complete.
		PROJECT TOTALS	0.0	1,850,000	1,706,995	143,005		

BY

PROVAL DATES

REMARKS

Additional data see Items I-113, Project Nos. I-5-4(22)228
I-154, I-5-4(36)216
I-179 I-5-4(41)233

OVER

USCOMM DUSC[illegible]-DC 4[illegible]

N. ALBANY INTCHGE.-LEBANON RD. INTCHGE. SECTION
PROJECT NO. I-5-4(78)228

REMARKS - continued

Project Data: The proposed work consists of (1) grading (embankment in place) to ease side slopes, to widen embankments to accommodate 6:1 rock slopes for shoulders and flared end of guardrails, to construct false cuts (earth mounds) for burying approach end of guardrails as well as for protection at bridge columns in the median area; (2) paving the revised ramps in the Santiam Highway interchange; (3) installing guardrail (G.M. type) at bridge columns and updating existing metal beam type guardrail, i.e., add blocks, posts, anchors, etc.; (4) replacing or modifying existing sign supports to breakaway type and, where possible, move signs further back from the traveled way or mount signs onto undercrossing structures; (5) relocating the existing lighting supports at the Santiam Highway and N. Albany interchanges; (6) installing, removing and adjusting drainage structures; (7) constructing three impact attenuators; (8) installing traffic signals at the Santiam Interchange east and west intersections and railroad protection at the Southern Pacific Transportation crossing.

> NOTE: The necessary landscaping of this section to conceal the construction scars caused by the safety work described above will be done under a separate project or projects in the future as "stage construction". The requirements of PPM 90-1, IM 50-1-70 and PPM 20-8 complied with on the project for this section of highway includes all the elements necessary to complete this section even though some elements of the work are accomplished later under a separate project or projects.

Requirements of PPM 90-1: An environmental statement covering the N. Albany Interchange-Lebanon Road Interchange Section and the Lebanon Road Interchange-Halsey Interchange Section will be submitted, as a separate action, under the provisions of PPM 90-1.

A-95 Review: Exempt from State Clearinghouse review and comments under working agreement dated April 28, 1970. Exempt from District 4 Clearinghouse review and comments under working agreement dated August 7, 1970.

Airport: Concurrence in a finding in the public interest regarding the Albany Airport signed by FHWA on January 22, 1974.

Public Hearings: None required under paragraph 6c of PPM 20-8.

Design Approval: Granted by FHWA under memorandum dated February 13, 1970.

NOTE: (1) On-the-job trainees,
7-2(2), on this proj
stage and the number

(2) The seven items set
not applicable to th
location and design
not be changed, so t
or traffic flow patt

(3) This project is in C

Unusual Circumstances: The specifica
contractor to utilize a mandatory bor
the Game Commission as a warm water g
establish that it is in the public in
utilize the mandatory (Brown borrow)
separate action.

-LEBANON RD. INTCHGE. SECTION
NO. I-5-4(78)228

consists of (1) grading (embankment in place)
bankments to accommodate 6:1 rock slopes for
drails, to construct false cuts (earth mounds)
drails as well as for protection at bridge
paving the revised ramps in the Santiam Highway
rdrail (G.M. type) at bridge columns and updat-
ardrail, i.e., add blocks, posts, anchors, etc.;
ting sign supports to breakaway type and, where
k from the traveled way or mount signs onto
elocating the existing lighting supports at the
terchanges; (6) installing, removing and adjust-
nstructing three impact attenuators; (8) install-
iam Interchange east and west intersections and
hern Pacific Transportation crossing.

ping of this section to conceal the con-
the safety work described above will be done
r projects in the future as "stage construc-
f PPM 90-1, IM 50-1-70 and PPM 20-8 complied
is section of highway includes all the ele-
e this section even though some elements of
later under a separate project or projects.

nvironmental statement covering the N. Albany
ge Section and the Lebanon Road Interchange-
be submitted, as a separate action, under the

Clearinghouse review and comments under working
Exempt from District 4 Clearinghouse review
ement dated August 7, 1970.

ing in the public interest regarding the Albany
ry 22, 1974.

under paragraph 6c of PPM 20-8.

WA under memorandum dated February 13, 1970.

NOTE: (1) On-the-job trainees, as set forth in FHWA Order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The seven items set forth in paragraph 4b of IM 20-4-72 are not applicable to the proposed project since the present location and design of the existing highway facility will not be changed, so there will be no alteration of land use or traffic flow patterns.

(3) This project is in Congressional District No. 2.

Unusual Circumstances: The specifications for this project will require the contractor to utilize a mandatory borrow site to be subsequently utilized by the Game Commission as a warm water game fish habitat. Justification to establish that it is in the public interest to require the contractor to utilize the mandatory (Brown borrow) borrow source will be submitted under separate action.

8010

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 11, 1974

FILE:

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Topsoil Source
North Albany-Lebanon Road Sec.
Pacific Interstate Highway

TO: Clarence Swenson
SPECIFICATIONS

Copy Versteeg
A. Olson
Copy Terpin
Scott
1 Swenson
R. Olson
Trout

RECEIVED
MAR 12 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___
Other

Attached is a March 7, 1974, letter from Merle Salmon of Albany Rock Products Inc., indicating his firm has topsoil available in sufficient quantity for the North Albany-Lebanon Road section. I discussed this with him Friday, March 8.

Because of this, the State source should not be mandatory. It should be optional with the following conditions and arrangements:

1. If any material for this project is obtained from the State furnished pit, all of it shall be obtained from the State furnished pit.

2. Some determination should be made of the value per cubic yard or lump sum for the materials that might be obtained from the State furnished pit and the contractor to reimburse the State for this value if the site is utilized. By a copy of this letter, Region Right-of-way Supervisor, Rod Henry is requested to furnish you with that value. It would then be appreciated your specifications reflect this arrangement.

3. Any other source that the contractor might select must be at least 1/4 of a mile from the Pacific Highway and meet the requirements of the Linn County Planning Commission, State Department of Geology & Mineral Industries, and other public agencies that might have regulatory power.

4. A topsoil specification should be devised that the materials from the proposed State furnished site will meet and yet not be so loose as to allow a less desirable material. By a copy of this letter Region Geologist, W. R. Fretwell is instructed to review his test boring information, and if he does not have information as deep

as that from which the materials will be obtained to get you new test information in time to meet your contracting schedule.

Thank you for your assistance in this matter.

GWW/elk
Attachs.
cc: Rod Henry
Keats Oliver
Bill Fretwell
Jack Martin

M. C. SALMON

MORSE BROS.

ALBANY ROCK PRODUCTS

Excavating, Sand, Gravel, Asphalt Paving

1747 S. E. KENNEL ROAD PHONE 928-3031
ALBANY, OREGON 97321

March 7, 1974

Mr. Virgil Wilson
Adm. State Highway Bldg.
Right-of-Way Department
Oregon State Highway Dept.
Salem, Oregon, 97310

Dear Sir:

Several months ago I received an inquiry from you concerning the availability of approximately 100,000 Cu. Yds. of fill material for the I-5 Freeway project from Albany to Highway 228.

We still have this material available. Also I think we have topsoil that would meet your approval.

No planning and zoning problems would be encountered since this area is now being used by us for this purpose and has long been accepted by planing and zoning. Dept. of Geology and Minerals permits are in effect.

I understand this project is nearing the time of advertisement for bids and I would welcome the opportunity to discuss this with you.

Sincerely,

M. C. Salmon

M. C. Salmon

ALBANY ROCK PRODUCTS, INC.

8010

1 Versteeg
A. Olson
Terpin
Scott
2 Swenson
R. Olson
Trout

RECEIVED
FEB 7 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up___/___/___
Other________

Salem, Oregon

February 6, 1974

E. S. Hunter, Assistant State Highway Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

North Albany-Halsey Interchange Section
Pacific Highway
Linn County

To comply with the practice of limiting the work in a project to that which can be performed in one construction season it has been proposed to contract the subject section in at least two units.

One unit should include the safety work on the North Albany-Lebanon Road Unit. This unit has P.C.C. pavement and receives no overlay, just the flattening of slopes and the removal or protection of roadside hazards.

The remaining unit, Lebanon Road-Halsey Interchange receives an overlay plus the safety work. It is the opinion of Regional Construction Engineer G. W. Wimer that the work involved is more than can be completed in one season. He suggests that it be performed in three contracts over a two year period. Other ways exist of staging the work. These are, including Wimer's recommendation:

1. Wimer's proposal--three contracts
    a. Grading and shoulder rock production; letting date - April 25, 1974, completion date - October, 1974.
    b. Raising structures; letting date - late summer 1974, completion date - as established by Bridge Design.
    c. Paving; letting date - December 19, 1974, completion date - October, 1975.
2. Two contracts
    a. Grading and shoulder rock production; letting date - April 25, 1974, completion date - October, 1974.
    b. Paving and raising structures; letting date - December 19, 1974, completion date - October, 1975.

3. Two contracts
    a. Grading, excavating to meet structures not raised, and shoulder rock production; letting date - April 25, 1974, completion date - December, 1974.
    b. Paving and raising structures; letting date - December 19, 1974, completion date - October, 1975.
4. Two complete contracts
    a. Grade, pave, and structure Lebanon Road-Boston Mill Road; letting date April 25, 1974, completion date November, 1974.
    b. Grade, pave, and structure Boston Mill Road-Halsey Interchange; letting date - April 25, 1974, completion date - November, 1974.
5. Two complete contracts as in number 4, but let a year apart.
    a. Grade, pave, and structure Lebanon Road-Boston Mill Road; letting date - April 25, 1974, completion date - November, 1974.
    b. Grade, pave, and structure Boston Mill Road-Halsey Interchange; letting date - March, 1975, completion date - November, 1975.

Alternate number 4 has conflicts arising from two contractors using the same borrow source at the same time.

Alternate number 5 requires additional work in the restoration of the borrow source. An increase of ten percent has been made to Alternate 5b to take care of increase in prices of 1975 over 1974.

It is my recommendation that the second alternate be adopted.

Attached is a summary of the major quantities and an estimate of each of the alternates.

FET:we
Attachments
cc: G. W. Wimer
    Lyle K. Watson

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEE

SHEET .... OF .... SHEET

Lebanon Rd Intchge - Halsey Intchge

Major Quantities

2-6-74

			Acq. Stkpl. Mat'l				
Alternate	Exc	Topsoil	In Stockpile	Haul & Place	A.C.	Str. Cost	Estimate
1a	179,000	97,000	292,000				$2,375,000
1b				21,400	13,300	$635,000	1,282,000
1c				270,600	211,700		5,027,000
							$8,684,000
2a	179,000	97,000	292,000				$2,375,000
2b				292,000	225,100	635,000	6,309,000
							$8,654,000
3a	179,000	97,000	292,000	4,300	14,500		$2,523,000
3b				25,700	216,700	[illegible]	6,161,000
							$8,684,000
4a	47,400	40,600		159,000	109,400	133,000	$3,845,000
4b	131,600	56,400		134,000	115,600	705,000	4,701,000
							$8,546,000
5a	47,400	40,600		159,000	109,400	133,000	$3,845,000
5b	131,600	56,400		134,000	115,600	705,000	5,171,000
							$9,016,000

Form E-43

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Lebanon Rd Intchge - Halsey Intchge

Major Quantities 2-6-74

Alternate	Emb	Topsoil	Available Mat'l In Stockpile	Haul & Place	A.C.	Str. Cost	Estimate
1a	179,000	97,000	292,000				$2,375,000
1b				21,400	13,300	$835,000	1,282,000
1c				270,600	311,700		5,027,000
							$8,684,000
2a	179,000	97,000	292,000				$2,375,000
2b				292,000	225,100	635,000	6,309,000
							$8,684,000
3a	179,000	97,000	292,000	4,300	14,300		$2,523,000
3b				292,700	210,700	[illegible]	6,161,000
							$8,684,000
4a	47,400	40,600		158,000	109,400	133,000	$3,845,000
4b	131,600	56,400		134,000	115,000	705,000	4,701,000
							$8,546,000
5a	47,400	40,600		158,000	109,400	133,000	$3,845,000
5b	131,600	56,400		134,000	115,000	705,000	5,171,000
							$9,016,000

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Lebanon Rd Intchge - Halsey Intchge

Major Quantities 2-6-74

Avail. Site Mat'l

Alternate	Emb	Topsoil	In Stockpile	Haul & Place	A. C.	Str. Cost	Estimate
1a	179,000	97,000	292,000				$2,375,000
1b				21,400	13,300	$835,000	1,282,000
1c				275,600	311,700		5,027,000
							$8,684,000
2a	179,000	97,000	292,000				$2,375,000
2b				292,000	225,000	635,000	6,309,000
							$8,684,000
3a	179,000	97,000	292,000	4,300	14,500		$2,523,000
3b				[illegible]	210,700	[illegible]	6,161,000
							$8,684,000
4a	47,400	40,600		159,000	109,400	133,000	$3,845,000
4b	131,600	56,400		134,000	115,600	705,000	4,701,000
							$8,546,000
5a	47,400	40,600		[illegible]	109,400	133,000	$3,845,000
5b	131,600	56,400		134,000	115,600	705,000	5,171,000
							$9,016,000

Form E-49

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET .... OF .... SHEETS

Lebanon Rd Intchge - Halsey Intchge

Major Quantities 2-6-74

Alternate	Emb	Topsoil	Available Mat'l In Stockpile	Haul & Place	F. C.	Str. Cost	Estimate
1a	179,000	97,000	292,000				$2,375,000
1b				21,400	13,300	$839,000	1,282,000
1c				270,600	211,700		5,027,000
							$8,684,000
2a	179,000	97,000	292,000				$2,375,000
2b				292,000	225,000	839,000	6,309,000
							$8,684,000
3a	179,000	97,000	292,000	4,300	14,300		$2,523,000
3b				[illegible]	216,700	[illegible]	6,161,000
							$8,684,000
4a	47,400	40,600		158,300	109,400	133,000	$3,845,000
4b	131,600	56,400		134,000	115,000	705,000	4,701,000
							$8,546,000
5a	47,400	40,600		[illegible]	109,400	133,000	$3,845,000
5b	131,600	56,400		134,000	115,600	705,000	5,171,000
							$9,016,000

Form E-49

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET .... OF .... SHEETS

Lebanon Rd Intchge - Halsey Intchge

Major Quantities 2-6-74

			Available Mat'l				
Alternate	Emb	Topsoil	In Stockpile	Haul & Place	F. C.	Str. Cost	Estimate
1a	179,000	97,000	292,000				$2,375,000
1b				21,400	13,300	$839,000	1,282,000
1c				270,600	211,700		5,027,000
							$8,684,000
2a	179,000	97,000	292,000				$2,375,000
2b				292,000	225,000	839,000	6,309,000
							$8,654,000
3a	179,000	97,000	292,000	4,300	14,300		$2,523,000
3b				[illegible]	210,700	[illegible]	6,161,000
							$8,684,000
4a	47,400	40,600		159,000	109,400	133,000	$3,845,000
4b	131,600	56,400		134,000	115,800	705,000	4,701,000
							$8,546,000
5a	47,400	40,600		[illegible]	109,400	133,000	$3,845,000
5b	131,600	56,400		134,000	115,800	705,000	5,171,000
							$9,016,000

Form E-43

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET .... OF .... SHEETS

Lebanon Rd Intchge - Halsey Intchge

Major Quantities 2-6-74

Alternate	Emb	Topsoil	Agg Stkpl Mat'l In Stockpile	Haul & Place	A.C.	Str. Cost	Estimate
1a	179,000	97,000	292,000				$2,375,000
1b				21,400	13,300	$839,000	1,282,000
1c				270,600	311,700		5,027,000
							$8,684,000
2a	179,000	97,000	292,000				$2,375,000
2b				292,000	225,000	839,000	6,309,000
							$8,684,000
3a	179,000	97,000	292,000	4,300	14,300		$2,523,000
3b				287,700	216,700	839,000	6,161,000
							$8,684,000
4a	47,400	40,600		158,000	109,400	133,000	$3,845,000
4b	131,600	56,400		134,000	115,600	705,000	4,701,000
							$8,546,000
5a	47,400	40,600		158,000	109,400	133,000	$3,845,000
5b	131,600	56,400		134,000	115,600	705,000	5,171,000
							$9,016,000

8010

Con 16
95.

FORM 2-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE December 28, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

J. H. Versteeg

SUBJECT North Albany Interchange-Halsey Interchange Section
Pacific Highway
Linn County

Submitted for your consideration is a proposal to split the North Albany Interchange-Halsey Interchange Section into two projects. The North Albany Interchange-Lebanon Road Section would be a 6.83 mile full safety project and is estimated to cost $1,800,000. The Lebanon Road-Halsey Interchange Section would be a 11.5 mile full safety and overlay project which is estimated to cost $8,500,000.

There are three advantages to this proposed project split.

(1) We can specify an early completion date on the safety project which would be a benefit to the highway user.

(2) The separation of the specialized safety work from the big overlay project should be to our financial advantage and should simplify the contractor's operation.

(3) A reduction in the size of contract from $10,500,000 to $8,500,000 should simplify project control and administration a modest amount.

This project is scheduled for contract letting on April 25, 1974.

JHV:jh

1-2-74
OK to split.

RECEIVED
DEC 31 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-2-74
original + attachments
to Hal Versteeg

9610

622-1902

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE	October 10, 1973
TO	Frank Terpin FINAL DESIGN ENGINEER
FROM	Gerald Wimer REGIONAL CONSTRUCTION ENGINEER
SUBJECT	North Albany Interchange Lebanon Road Section Pacific Interstate Highway

Gerald Wimer

Your October 4, 1973 letter to Location Engineer, V. D. Wolfe indicates the interchange ramps are not eligible for overlay and/or replacement.

The acceleration and de-acceleration lanes are more critically in need of replacement. A further review of their eligibility should be made.

You should also consider sealing the interchange ramps. They are beginning to alligate. This lets water through accelerating the breakup that is beginning to occur. It will not be long until additional overlay is needed on them. The seal could help.

Since Frontage Roads are eligible for overlay, our overlay should include them. This particularly should include the old Airport Road on the westerly side between the North Albany Interchange and South Santiam Interchange.

GW/ek
cc: Victor Wolfe
C. J. Gregg
Keats Oliver

REFERRED TO

Cole
Reed
Eriksen
Sample
Hager
[✓ Watson] File
[✓ Return] ☐
Discuss ☐
Forward ☐
File ☐
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout 4

RECEIVED
OCT 10 1973
ROAD DESIGN SECTION

Other

Hal:
Discussed/w/Riedl and he sees no [illegible] [illegible]. FR would have to be tested and request made based on need. T.

October 4, 1973

J.D.Wolfe, Location Engineer

F.E.Terpin, Final Design Engineer

A.C.Overlay of Existing Ramps of the North Albany Interchange, Lebanon Road Interchange and Santiam Interchange

In my memo of July 23, 1973, I requested you have Mr. C.J.Gregg prepare a design for submission to the FHWA on the proposed subject overlaying. Informal conversations with the FHWA indicate that such work would not receive approval for FAI funding for reason of ineligibility under present regulations.

An examination of the appropriate FHWA memoranda, IM 21-1-62, IM 21-1-67 and CM dated May 9, 1967 supports the FHWA position. Only through traffic lanes, shoulders and frontage roads, the latter constructed for reason of access control, are eligible to be overlayed under FAI funding.

The ramps, auxillary lanes and other roadway components determined ineligible by exclusion from the authorizing memoranda may be eligible for FAP, FAU or FAS participation where applicable.

cc: C.O.Fredrickson
L.K.Watson
C.J.Gregg

FET:ls

8011 Lebanon Rd. Interch.-Halsey 1974
Interch. Sec. of Pac. Hwy.
(Grad.,aggregate prod. & signing)

8011

January 22, 1976

St. Paul Fire & Marine Ins. Co.
Portland Office
700 NE Multnomah
Portland, OR 97232

Gentlemen:

On January 20, 1976, we wrote to you concerning release of final payment on Contract No. 8011 awarded to F. H. McEwen Construction for work on the Lebanon Road Interchange-Halsey Interchange of the Pacific Highway in Linn County.

Final payment on this contract is $59,061.70 and the total contract amount is $2,598,804.08 including $7,042.63 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: F. H. McEwen Construction
Rt. 4, Box 97A
Eugene, OR 97405

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8011

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 15, 1976

FILE:

FROM: R D Church for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8011, Work Completed June 20, 1975
Project Lebanon Rd. Interchange-Halsey Interchange
Highway Pacific, County Linn
Type of Work Grading, Aggregate Prod. & Signing
Contractor F. H. McEwen Construction
Recommended Acceptance Date January 17, 1976

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:re

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

RECEIVED
STATE HWY ENGR
JAN 19 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED
F B Klaboe
STATE HIGHWAY ENGINEER
DATE: 1-19-76

1-2

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 2, 1975

TO MEMO TO THE FILES

FROM J H Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT Lebanon Rd. Int. -Halsey Intchge. Section
Contract No. 8011
Overrun in Topsoil and Embankment in Place

Attached are copies of letters from the Resident Engineer to the Region Engineer dated September 8 and October 27, 1975, furnished to us by the Construction Section.

We have made some inquiries relative to these overruns and have been told the following:

(1) The overrun on Topsoil was caused mainly by loss of material in rock fills.

(2) The "Embankment in Place" overrun was caused by a determination to incorporate approximately 100,000 cu. yds. of waste material from the material source into embankments at the Butte and to pay for this work under the "Embankment in Place" pay item. The reason for paying for this work under the pay item "Embankment in Place" is not clear.

Attention is directed to "106.07 - Special Disposition of By-Products" in the Standard Specifications.

CGS:fw
Attachments
cc: John A. Bond
G. W. Wimer
Keats Oliver

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC - 3 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

FORM 30

624-1053

Kelsey RECEIVED Richards
Jackmond NOV 4 1975 Glenn
Harwood Berg
Johnsen CONSTRUCTION
Walker SECTION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
3400 Spicer Road, Albany

RECEIVED
OCT 28 1975
RE ROE RFE

Versteeg 1
A. Olson
Terpin
Scott
Swenson 2
R. Olson
Trout

RECEIVED
NOV 4 1975
ROAD DESIGN SECTION
Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

DATE Oct. 27, 1975

TO G W Wimer
Region 2 Const. Engr.

FROM Keats Oliver
Resident Engineer

SUBJECT Lebanon Road Intchge-Halsey Intchge(grading)
Pacific Highway
Contract 8011

Herewith Price Agreement # 10, subject section, for your approval and forwarding. This agreement, by extending contract prices on both items 9 and 11, eliminates the threat of a claim for additional haul on the topsoil overrun. It makes the trade off outlined in my Sept 8, 1975, letter to you.

It also changes the measurement and payment specifications for top soil to the nearest cubic yard, which is how the tickets were written for the sake of expediency.

Also enclosed is Mr. McEwen's letter of transmittal in which he retains the option to dispute our quantities on embankment because it differs from his consultants figure. My thinking on this has not changed from my Sept. 5, 1975, letter to you.

10-30-75
Documents increase in BI 9 Emb. in Place @ bid Price \$2.00/cy. OK
plan Q = 324,000 cy, P.A. Q = 424,543.8 cy.
Documents increase in BI 11, Topsoil @ bid Price \$2.50/cy OK
plan Q = 74,300 cy, P.A. Q = 141,861.0 cy.
Documents change in specification of measurement for payment. OK
The spec is changed from measurement to the nearest 0.1 cy
in the hauling vehicle to the nearest 1. c.y.
This method of measurement is consistant with other methods of measure made.

Dwight L. Johnson
Ch. Const Engr.

cc: C. T. Kessey w/original order and [illegible]

G Wimer
REGION 2 CONSTRUCTION ENGINEER

Kelsey RECEIVED Richards
Bond Glenn
Jackmond OCT 30 1975 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

+ 100,543 c.y. Emb. @ \$2.00 = + \$201,086.
+ 67,561 c.y. Topsoil @ 2.50 = + 168,902.
Net money effect = + \$369,988
Over-run, Project Auth. was approved by Comm. in Sept. '75.

[illegible] (Transmit to FHWA)

10-30-75

Documents increase in BI 9 emb. in place @ bid price $2.00/c.y. OK
Plan Q = 324,000 c.y., P.A. Q = 424,543.8 c.y.

Documents increase in BI 11, Topsoil @ bid price $2.50/c.y. OK
Plan Q = 74,300 c.y., P.A. Q = 141,861.0 c.y.

Documents change in specification of measurement for payment. OK

The spec. is changed from measurement to the nearest 0.1 c.y. in the hauling vehicle to the nearest 1. c.y.

This method of measurement is consistant with other methods of measure made.

E.L.J.

+ 100,543 c.y. emb. @ $2.00 = +$201,086

+ 67,561 c.y. Topsoil @
$2.50 = +$168,902

Net money effect = +$369,988

Over-run project authority was approved by Comm. in September 1975

J.B.

3400 Spicer Road, Albany

Sept 8, 1975

G W Wimer
Region 2 Const. Engr.

Keats Oliver
Resident Engineer

Lebanon Road Intchge-Halsey Intchge(grading)
Section Pacific Highway, contract 8011

The attached letter sets the quantity of embankment in place at Saddle Butte at 237,585.4 cu yds. This represents an overrun of 130,950.4 cu yds (122%) from the contract net quantity at the Butte. The contract bid item for embankment at the Butte is the same bid item as embankment on the road. Embankment on the road was within ½ of 1 % of the contract net quantity. Since the overrun is entirely on material with no haul involved and the bid item should have included approx. 3½ miles haul on the average, this is a saving of haul to the contractor of some 460,000 yard miles.

McEwen has given me a letter of intent to file a claim for extra haul on topsoil. I do not yet have this claim to be able to study, it, however, the overrun was 67,561 cu yds and he had to go about 7 miles farther for it, so it should amount to approx. 470,000 yard miles.

These two figures are so close together that I feel they should offset each other.

I am recommending that we pay the contractor full bid price for the embankment in place and then deny any forthcoming claim on topsoil haul on the basis of the above.

8011

November 10, 1975

F. H. McEwen Construction Company
Route 7, Box 97-A
Eugene, Oregon 97405

Gentlemen:

We have reviewed your second request for early phase time extension on Contract No. 8011 for work on the Lebanon Road-Halsey Interchange Section of the Pacific Highway in Linn County.

Careful consideration was given to the reasons you submitted, and in light of the available facts, an additional extension of 19 days on the early phase is granted. This will eliminate all liquidated damages.

Very truly yours,

For H. S. Coulter
Assistant State Highway Engineer

JAB:cjc js

bc:
F. B. Klaboe
E. S. Hunter
C. T. Keasey w/att.
C. O. Fredrickson w/att.
Bob Church w/att.
Dick Hacek w/att.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 4, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project I-5-4(79)216
Lebanon Road-Halsey Interchange Section
Extension of Time Request

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Your letter of October 27 requested a time extension to complete the finishing of the grading and topsoil on the subject project.

As the contractor was delayed in completing the grading and topsoil placement we concur in the request for a 19-day extension of time.

for D. K. Hossner
G. L. Green

RECEIVED
NOV 7 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
NOV 7 '75
REFER TO
[illegible]
FOR
Info | Inv. | R D | D R | Sign | Act ✓ | File

8011

DATE October 27, 1975

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Second Request for Time Extension
Lebanon Rd.-Halsey Interchange Section
Contract No. 8011

A 200-day participating time extension was granted to F. H. McEwen Construction Company March 13, 1975 on the early phase (grading) requirement on this project. This extension was granted because of a large overrun in the topsoil quantity and because drier ground conditions were needed in the spring to complete the work involved.

This extension provided time to early June which was expected to be sufficient to complete the finishing work. The contractor resumed some grading finishing on April 21 and worked intermittently on through May, but did not complete all the early phase work requirement until June 20. By then 19 days of liquidated damages had accrued at $300 a day. Finishing work was delayed by wet conditions, in the median area particularly, and the contractor was not able to work there at times when he could work on the outer slopes. We believe the record indicates a diligent effort on the part of the contractor to complete the project as conditions permitted.

Your concurrence is requested in an additional 19-day extension on the early phase which will eliminate all liquidated damages.

JAB:cjc ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 24, 1975

1859

FILE:

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Lebanon Rd.-Halsey Interchange
Section
Contract No. 8011
Second Request for Time Extension

TO: H. S. Coulter
Deputy State Highway Engineer

A 200 day participating time extension was granted to F. H. McEwen Construction Company under date of March 13, 1975 on the early phase (grading) requirement on this project. This extension was granted because of a large overrun in the top soil quantity and drier ground conditions were needed in the Spring in order to complete the work involved.

This extension provided time up until early June which was expected to be sufficient to complete the finishing work. The contractor resumed some grading finishing on April 21 and worked intermittently on through May, but did not complete all the early phase work requirement (which included seeding and mulching) until June 20. By then 19 days liquidated damages had accrued at $300 per day. Finishing work was delayed by wet conditions in the median area particularly and the contractor was not able to work there at times when he could work on the outer slopes. I believe the record indicates a diligent effort on the part of the contractor to complete the project as conditions permitted. I concur in the field recommendations for an additional 19 days extension on the early phase which will eliminate all liquidated damages.

Rough draft letters to the FHWA and the contractor are attached.

JAB:cjc

Attachments

RECEIVED
OCT 27 1975
Office of
Assistant State Highway Engineer

ROCK CRUSHING
ROAD BUILDING
EQUIPMENT RENTALS
EQUIPMENT SALES

TELEPHONES
OFFICE 746-9911
746-9912

F. H. McEWEN
GENERAL CONTRACTOR
ROUTE 4, BOX 97A
EUGENE, OREGON
97405

May 19, 1975

Oregon State Highway Division
3400 Spicer Road
Albany, Oregon 97321

Attn: Keats Oliver,
Resident Engineer

Re: Time Extension
Contract 8011

Dear Mr. Oliver:

We would appreciate an additional time extension for finishing the earth work on the above project. In our original letter of November 7, 1974 we requested 46 days, and the additional days not to be counted until such time as the weather and ground conditions would permit the topsoil to be hauled and processed. To date the road has not dried adequately for us to perform this work, and it seems as if every time we get started on this work it rains. We would appreciate an additional 46 day extension of completion time.

Yours truly,

F. H. McEwen Construction

F. H. McEwen
Owner

RECEIVED
1975
KEATS OLIVER
RES. ENGR.

E-220 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 30 1975
KEATS OLIVER
RES. ENGR.

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 27, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .... days to .... days, within which to complete our Contract No. ...., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Please refer to our letter of May 19, 1975 requesting 46 days extension of completion time.

Respectfully submitted,

F. H. McEwen Construction
Contractor

By F. H. McEwen
F. H. McEwen

CONSENT OF SURETY

Date ...., 19.....

We, ...

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert A. Bal
Attorney-in-fact

Robert A. Bal
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8011 Contractor F. H. McEwen Construction

Highway Pacific

Section Lebanon Rd. Interchange - Halsey Interchange (Grading)

Kind of Work Grading, Aggregate Production & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

a late spring prevented slope finishing until later than estimated in the previous extension. The recommended 19 calendar day extension eliminates all liquidated damages and covers the time involved in the late spring.

Recommended for Approval:

Regional Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	8011
Project designation (State-Federal)	I-5-4(79)216
Date awarded	April 29, 1974
Work started	May 14, 1974
Per cent completed (Date)	100% June 20, 1975
No. of Workdays Allowed	
No. of Workdays Used	(a) 394, (b) 315
No. of Added Workdays Requested	

SP*07865-734

8011 3

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lebanon Road Intchge-Halsey Intchge(grading)

WEEK ENDING: Nov. 7 1975

SECTION PREFIX: 622-1053

HIGHWAY: Pacific

COUNTY: Linn

NAME OF JOB: Lebanon Road Intchge-Halsey Intchge(grading)

KIND OF WORK: grading, aggregate production & signing

CONTRACTOR: F H McEwen Construction

CONTRACT NUMBER: 8011

FEDERAL AID PROJECT NUMBER: I-5-4(79)216

DATE OF CONTRACT: April 29, 1974

DATE WORK STARTED: May 14, 1974

ESTIMATED COMPLETION DATE: a. 6/20/75 b. 4/4/75

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS a 375 b. 325

WORK DAYS USED

CALENDAR DAYS USED a. 394 b. 315

PROJECT AUTHORIZATION: $ ~~XX,XXX,XXXXXX~~ 2,758,994.53

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED a. 105 b. 97

EXCLUSIVE OF ENGINEERING: $ ~~XX,XXX,XXXXXX~~ 2,601,494.53

ENGINEERING AUTHORIZATION $ 183,452.64

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ ~~XX,XXX,XXXXX~~ 2,601,500

ENGINEERING COST TO DATE $ 157,500

this week 0

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: OVERRUN [redacted] 0 %

PERCENT OF AUTHORIZATION 86 %

DATE PROJECT WAS COMPLETED: 6/20/75

semi-final estimate was submitted ~~XXXX~~ Nov. 3rd

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	signs	
100	100	100			100	100	

	GRADING	SURFACING	stockpile ~~XXXXXXXXXX~~ MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.5				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	11.5				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	324,000 cy		210,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE	same 424,500		same 211,328		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	424,500		211,328		
AVERAGE DAILY QUANTITIES this week					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: crusher___; dozer___; loader___; pkup___; flat bed truck___; dump truck___: belly dump truck___; water wagon___; blade___; backhoe___; compressor & drill___;

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		a. b.		
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV 10 1975
CONSTRUCTION SECTION
Kelsey
Jackmond
Haywood
Johnson
Walker
Glenn
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY Nov 3	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was submitted to Region Office on Nov 3rd.

PROJECT COMPLETED

FINAL REPORT

NEXT WEEK:

SIGNED by Leon Goodrich LOCATION Albany

Keats Oliver, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8011

October 17, 1975

Mr. Dale Fischer, President
Farwest Steel Corporation
P.O. Box 889
Eugene, Oregon 97401

224-H

Dear Mr. Fischer:

Saddle Butte, on the easterly side of Interstate 5 just southerly of Boston Mill Road, was set up as a mandatory material source. It was planned to remove approximately 398,000 cubic yards of embankment and shoulder aggregate material.

It was planned to reslope the butte in connection with this material removal in a manner to improve the appearance. The County Planning Commission and the County Board of Commissioners each held a public hearing regarding the work to be done prior to the issuance of a conditional-use permit. Screening berm and plantings were some of the other environmental considerations required in the permit in addition to the planned resloping.

Cost of the "cosmetic" treatment should, therefore, not be considered separately, as without it a removal permit could not be obtained. It would then have been necessary to find some other source and the county did not want farm land taken.

Saddle Butte is nearly centered and is adjacent to the freeway project on which it was used. Any other source would have required a longer average haul.

The planned "cosmetic" work amounted to $275,500 or 68 cents per cubic yard. That amount would not haul borrow material very many miles.

The old quarry next to the freeway was not objectionable to some people. To others, it needed the redressing that was done. Environmental considerations are becoming a cost factor in a good many things people buy these days, such as automobiles, and not just for items paid for by taxes.

Of the overall eight million dollar road improvement cost for this project, the "cosmetic" considerations amounted to 3 percent.

If I can be of any further help in this matter or others, do not hesitate to write.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
Keats Oliver

GWW:dea dpy

FARWEST STEEL

Farwest Steel Corporation
Post Office Box 889
Eugene, Oregon 97401
2000 Henderson Avenue
Telephone 503/343-7781

DALE FISCHER
President

October 6, 1975

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Gentlemen:

Will you please tell me how much a cosmetic repair applied to a rock quarry butte costs? There is one such just south of the Boston Mill Road on the east side of the freeway between Highway 34 and the Brownsville-Harrisburg overpass.

Frankly, what was the purpose? What is so bad looking about the other open-faced buttes or hillsides along the freeways where rock has been removed?

Seriously, the Department is in trouble with the taxpaying motorist. Obvious or questionable waste of funds bothers the voter. Add this problem to suspicious overhead items and trouble generates heat pretty fast.

Perhaps your public relations and explanations are short and at fault. I'll happily pay more tax. I just don't want to be the only taxpayer.

Sincerely,

Dale F.

Dale Fischer
President

RECEIVED
STATE HWY ENGR
OCT 7 '75
REFER TO
Ed
FOR

Info	Inves	R/D	C/R	Sign	Act	File
		✓				

Coulter draft

RECEIVED
OCT 9 1975
Office of
Assistant State Highway Engineer

FARWEST—FARBEST

8011

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 16, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Lebanon Rd.-Halsey Int.
Interstate 5
Contract No. 8011
Request for Additional Authorization

This project is virtually completed (with just establishment of some trees at the borrow areas remaining) and preliminary final quantities indicate an excessive overrun of 6.9 percent. It results from significant quantity overrun of two bid items. Embankment in place will overrun 31 percent (about 100,000 cu. yds.) and furnishing and placing topsoil is over 91 percent (67,500 cu. yds.) according to the Resident Engineer.

The embankment in place came from the mandatory Saddle Butte source and was rocky material. Topsoil placed over the new embankment areas was paid truck measure and loss of material into the coarse rock embankment aggravated the overrun.

The embankment in place item covered not only the roadway work, but certain screening berms on Saddle Butte. Unsuitable waste accruing from the mandatory rock production was disposed into those areas under the embankment item.

Your approval of an additional $179,191.78 to a new total authorization of $2,758,994.53 is requested. This is an Interstate project. This item will be on the agenda for your consideration at the September 24 meeting.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Gary L. Sund
Jack Graham

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8011

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 15, 1975

SUBJECT: Lebanon Rd.-Halsey Int.
Contract No. 8011
Request for Additional Authorization

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

This project is virtually completed (with just establishment of some trees at the borrow area remaining) and preliminary final quantities indicate an excessive overrun of 6.9 percent. This is about $50,000 more than would be allowable. It results from significant quantity overrun of two bid items. Embankment in place will overrun 31 percent (about 100,000 cu. yds.) and furnishing and placing topsoil is over 91 percent (67,500 cu. yds.) according to the resident engineer.

The embankment in place came from the mandatory Saddle Butte source and was rocky material. Topsoil was paid truck measure and loss of material into the coarse rock embankment aggravated the overrun.

The embankment in place item covered not only the roadway work, but certain screening berms on Saddle Butte. Unsuitable waste accruing from the rock production was disposed into this type work and we are now apparently obligated to pay the bid price. The quantity and unit pay may yet be controversial with the contractor and the above description of the circumstances is not intended to sanction payment in the exact amount shown by the resident engineer on the E-372 form.

Since the funding overrun is apparent, we may as well proceed on this basis. Rough draft letter to the Transportation Commission is attached requesting an additional $179,191.78 to a new total authorization of $2,758,994.53.

JAB:fr

Att.

cc: Robert Church

RECEIVED

Office of
Assistant State Highway Engineer

5c11 9 3 75 STATE C 75

MONTHLY TRANSACTION NUMBER 9-56	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Linn
MODIFICATION NUMBER 2	*(PPM 21-7)*	PROJECT NUMBER I-5-4(79)216

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 20, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$7,543,296.00	$7,912,793.00
Federal Funds	$6,960,197.00	$7,301,126.50
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3rd day of September, 1975.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

By R O Wright
(Division Engineer)
for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division
Salem, Oregon, August 27, 1975

Federal Aid Project
No. I-5-4(79)216 Safety

Lebanon Rd. Interchange-Halsey Interchange Section
Pacific Highway in Linn County

Revised Project Agreement Estimate.

Type Code Y006
Roadway (Sta. 1401+00 to Sta. 2008+00)

Subtotal on Previous Estimate of November 12, 1974			$2,292,158.00
Previous Estimate			
Embankment in Place	324,000 cu.yd.	2.00	$ 648,000.00
Furnishing and Placing Topsoil	74,000 cu.yd.	2.50	185,750.00
			$ 833,750.00
Revised Estimate			
Embankment in Place	407,503 cu.yd.	2.00	815,006.00
Furnishing and Placing Topsoil	141,860 cu.yd.	2.50	354,650.00
			$1,169,656.00
	Increase		$ 335,906.00
	Subtotal		$2,628,064.00
	Engineering		262,806.00
	Total		$2,890,870.00

Type Code 6202
Roadway (Safety Work)(Sta. 1401+00 to Sta. 2008+00)

Total same as previous estimate of November 12, 1974 $1,012,709.00

Type Code 6202
Pavement Overlay (Sta. 1401+00 to Sta. 2008+00)

Total same as previous estimate of November 12, 1974 $3,330,635.00

Structures same as previous estimate of Novermber 12, 1974 $ 6[illegible],579.00

Length of Paving - - - 11.234 miles
Length of Structure- - 0.262 mile
Total 11.496

Cost of Pavement Overlay Per Mile - - - $296,478.10

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway Y006 (Contract 8011)	$2,890,870.00	$2,667,400.00	$223,470.00
Roadway (Safety) (Contract 8081)	1,012,709.00	934,426.50	78,282.50
Roadway (Overlay) (Contract 8081)	3,330,635.00	3,073,176.00	257,459.00
Structures (Contract 8081)	678,579.00	626,124.00	52,455.00
Total	$7,912,793.00	$7,301,126.50	$611,666.50

Group 1 - 100%	Group 1 - 100%
Contract No. 8011	Contract No. 8081
Prefix 622-1053	Prefix 622-1054

Unnamed Creek - trib. of
Willamette River
Linn County
Highway Job No. 80

Lebanon Rd. Int.-Halsey Int.
Pacific Highway

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Expires: 5-17-76

MATERIAL REMOVAL PERMIT NO. 1558-Renewal

F. H. MCEWEN CONSTRUCTION COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox
William S. Cox, Director

May 7, 1975
Date

141-31-06-74

ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1558

1. At the project's completion the stream shall be placed in a single channel.
2. All potholes or removal pits shall be leveled or connected to the stream at the end of season's work.
3. Areas of streambank disturbance shall be seeded or planted with grass and shrubs, or protected with clean, erosion resistant rock.
4. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

May 7, 1975

PURCHASE ORDER

STATE OF OREGON

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 340439

SHIP TO	J. H. Versteeg, Room 223, State Highway Building, Salem, Oregon 97310
BILL TO	OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION 438 HIGHWAY BUILDING, SALEM, OREGON 97310
P. O. DATE	3-24-75
NO. INVOICES	3
ACCOUNT NUMBER	
CREW NUMBER	
BIENNIUM	
BID NUMBER	
COMMODITY CODE	
CLASS.	
FUND, PROJECT OR APPROPRIATION	
REQ. NO.	
AGENCY NO.	734

VENDOR

Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.

DELIVERY REQUIRED

TERMS

QUANTITY ORDERED	UNIT	REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP NO.
1	ea		RENEWAL			$50.00	622-1053-900P
			Removal/Fill Permit				
			Lebanon Rd. Int.-Halsey Int. Sec.				
			Pacific Highway				
			Linn County				
			CREW NO. 007-00				

I Certify the Above Items are within Current Budget Allowance

[illegible] by the Dept. of General Services

ORDERED BY:		AUTHORIZED AGENT SIGNATURE	DATE
APPROVED	3-24-75	RECEIVED BY	3-24-75 DATE

FORM 81-734-1036

ORIGINATOR

8011

Robert W. Straub
////////////

March 13, 1975

F. H. McEwen Construction Company
Rt. 7 Box 97-A
Eugene, OR 97405

Gentlemen:

We have reviewed your request for early phase time extension on Contract No. 8011 for work on the Lebanon Road-Halsey Interchange Section of the Pacific Highway in Linn County.

Careful consideration was given to the reasons you submitted, and in light of the available facts, an extension of 200 days on the early phase is granted. This will extend to about June 2, 1975. This is due to an 80 percent overrun in the contract topsoil quantity, most of which has been placed but must have dryer conditions for finishing this spring. The completion requirement for all other work remains unchanged at 325 calendar days.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Contract Payments (Room 407)
V. E. Skoog
C. O. Fredrickson

JAB:fr dpy

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-4(79)216
Lebanon Road-Halsey Interchange
Request for Time Extension

DATE: March 11, 1975

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. H. S. Coulter, Assistant State Highway Engineer

Your letter of March 6, 1975 has requested a time extension on the subject project.

The contract calls for two completion dates: a) 175 calendar days for earthwork, topsoil, drainage and signing; b) all work on project in 325 calendar days.

The delay of completing the work under (a) was due to an overrun in the quantity of topsoil. As work cannot be performed on placing the topsoil during the winter months, it will have to be postponed until spring.

We therefore concur in the recommendation for extending the contract time by the 200 calendar days requested.

G. L. Green

3 12 75
[illegible]

RECEIVED
MAR 13 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 12 '75
REFER TO
[illegible]
FOR
Info | Inves | R.D. | D | [illegible]

[illegible] 2 yes

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8011

Salem, Oregon
March 3, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Lebanon Road-Halsey Interchange Sect.
Contract No. 8011
Request for Early Phase Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

F. H. McEwen Construction has requested a 46-day extension on the early phase time, but with these days to begin at some indeterminate time in the upcoming spring when ground conditions permit resumption of topsoil work. The request is mainly related to an 80 percent overrun in the contract topsoil quantity. Eight days of the request is for some redesign of the slopes for the quarry development plan at the mandatory Saddle Butte material source being used on this project.

At our request, permission was granted to waive the assessment of liquidated damages on this early phase until the request could be clarified. The early phase covered all the work on this safety upgrading contract, except the crushing of stockpile materials for future use. This latter work is still underway and the time for it does not expire until about April 12. The topsoil quantity has virtually been placed, but some areas still require finishing. This project includes construction of some mounds at median columns and the topsoil at several of these and in some of the outer slope areas is not finished. It will take some drying weather and much drier conditions in the spring in order to do so. The Resident Engineer estimates about three weeks work time will be needed.

The overall 325 day contract time will expire about April 12; 150 days extension would bring the early phase up to this same time. It is questionable whether it would be dry enough to complete the work immediately after that date, but we should be careful about extending too far on ahead because of possible unforeseen conflict with the subsequent contract. On the other hand, we should try to avoid a claim for higher costs on the remaining topsoil work. In view of the above, I favor a 200-day extension on the early phase which would extend it to about June 2. This means we would expect three weeks productive time needed to occur prior to that. I believe this is a reasonable expectation. Our file and rough draft letters to FHWA and to the contractor are attached.

JAB:fr

Att.

cc: Contract Payments (Room 407)

RECEIVED
MAR 5 1975

E-330 (Rev. 3-73)

RECEIVED
NOV 1[illegible] 1974
KEATS OLIVER
RES. ENGR.

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 7, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 175 days to 221 days, within which to complete our Contract No. 8011 (a), without the assessment of liquidated damages. The said contract is described as follows: Linn County, Pacific Hwy, Lebanon Rd. Intchge.-Halsey Intchge. Grading, Agg. Prod.& Sign

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Request by State to Contractor to delay work at Saddle-Butte to design slopes to conform to requirements and conditions of use permit. 5/15/74-5/23/74	8 days
Over-run of item No. 11, topsoil. Approx 82,408 cu yds divided by 2500 cu yds application per day equals 33 work days divided by 6 equals 5.5 weeks Multiplied by 7 equals	38 days
	46 days

Respectfully submitted,

F. H. McEwen Construction
Contractor

By Fairlie H. McEwen
Fairlie H. McEwen, Owner

CONSENT OF SURETY

Date November 7, 1974

We, St. Paul Fire & Marine Insurance Co. , as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert A. Bal
Attorney-in-fact

(SEAL)

Tromp & McKinley Insurance
By Robert A. Bal
Resident Agent

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8011 Contractor F. H. McEwen Construction

Highway Pacific

Section Lebanon Road Interchange - Halsey Interchange (Grading)

Kind of Work Grading, Aggregate Production & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be GRANTED. The reasons for such recommendation are as follows: The topsoil quantity overran approximately 80 percent justifying 64 calendar days. This time is somewhat overlapping with the time it took to redesign the slopes in the state furnished Saddle Butte Pit. Another 150 calendar days must be added for the winter dormant season making a total recommendation of 214 calendar days.

Construction: Recommend a 200-day extension on the early phase which would extend it to about June 2. This is due to an 80% overrun of topsoil which was not finished in late fall of 1974 and must await dryer conditions for completion in spring of 1975.

Recommended for Approval:

Regional Engineer

~~REGION~~ Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 8011

Project designation I-5-4(79)216
State-Federal

Date awarded April 29, 1974

Work started May 14, 1974

Percent phase "a" completed..... 67% November 15-74
Date

Calendar days allowed for phase "a" 150

Calendar days used on phase "a" 17

Calendar days requested for phase "a"... 46

SP*07860-734

8011

File: CON 5

DATE March 6, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Early Phase Time Extension
Lebanon Road-Halsey Interchange Section
Contract No. 8011, FAP No. I-5-4(79)216

The contractor has requested a 46-day extension on the early phase time, with these days to begin at some indeterminate time in the upcoming spring season when ground conditions permit resumption of topsoil work. The request is mainly related to an 80 percent overrun in the contract topsoil quantity.

The early phase covered all work on this safety upgrading contract except the crushing of stockpile materials for future use. This latter work is still under way, and the time for it does not expire until about April 12. The contract quantity (74,300 cu.yds.) of topsoil was placed about October 3, 1974. Work continued after that on the overrun, but it was too wet for finishing in November. This project includes construction of mounds at median columns; the topsoil at several of these, and in some of the outer slope areas, is not finished. It will take some drying weather and much drier conditions in the spring in order to do so. The Resident Engineer estimates about three weeks of work time will be needed.

Your concurrence is requested in a 200-day extension of the early phase. This would extend to about June 2, with the expectation that sufficient drying will occur to allow finishing prior to that.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
Contract Payments (Room 407)
C. O. Fredrickson

8011

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 20, 1975

FILE: CON 5 #8011

SUBJECT: Lebanon Road-Halsey Section
Contract No. 8011
Liquidated Damages

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

F. H. McEwen requests 46 days extension of first phase time because of topsoil overrun, but with the extra time to start when ground conditions permit topsoil finishing in the spring. This would not be a valid procedure, as it ignores (as do the field recommendations) the fact that some of the overrun work has already been done and it also does not deal in specific time. Some unrelated contract work was not done when time expired November 13, 1974.

Another project is under contract for the paving, structure raising and some safety work on this same section. McEwen is proceeding with the over-all work requirement of crushing shoulder aggregate for the second project, time for which runs into April.

I suggest we waive assessment of liquidated damages after December 2 on the early phase until some things can be clarified. Time is on a calendar day basis so liquidated damages are accruing at $300 per day. The Deputy Highway Engineer can temporarily waive this by administrative decision and I so request.

Recommend doing this
H S Coulter

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 1-23-75

JAB:fr

cc: V. L. Gallagher

1-23-75

RECEIVED
JAN 21 1975
Office of
Assistant State Highway Engineer

Lebanon Road-Halsey Section
Contract No. 8011

Bids opened	April 25, 1974	
Contract sent	May 2, 1974	
Day count start	May 14, 1974	
Work started	May 14, 1974	
Hauling and placing topsoil nearly complete	October 19, 1974	
175 days expired	November 13, 1974	
		19 days liquidated damages @ $300.
Sign work, stripping forms from inlets done	December 2, 1974	
Overall time allowed (includes crushing 210,000 c.y. for stockpile) = 325 calendar days = about	April 12, 1975	

1/21/75

8011

STATE COPY

Monthly transaction number 12-91	PR-2A 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Linn
Modification number 1	(PPM 21-7) 12-3-74	Project number I-5-4(79)216

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 20, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,521,373.00	$ 7,543,296.00
Federal funds	$ 2,326,470.50	$ 6,960,197.00
Other revisions		

This modification is made for the following reasons:

To include contract for pavement overlay, adjustment of structures and balance of roadway safety work previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3rd day of December, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By W. F. Smith
(Division Engineer)

for G. L. Green

Federal-aid Project
No. I-5-4(79)216 Safety

Oregon State Highway Division

LEBANON RD. INTERCHANGE-HALSEY INTERCHANGE SECTION

PACIFIC HIGHWAY IN LINN COUNTY

Salem, Oregon, November 12, 1974

Project Agreement Estimate.

Type Code Y006
Roadway (Sta. 1401+00 to Sta. 2008+00)

Mobilization	All	Required		$ 223,300.00
Furnish Field Laboratory	1	only	3,000.00	2,000.00
Temporary Protection and Direction of Traffic	All	Required		139,300.00
Temporary Signs	1,380	sq.ft.	10.00	13,800.00
Flagmen	430	hours	13.00	5,590.00
Clearing and Grubbing	All	Required		25,000.00
Removal of Structures and Obstructions	All	Required		17,500.00
Ditch Excavation	1,860	cu.yds.	5.00	9,300.00
Embankment in Place	324,000	cu.yds.	2.00	648,000.00
Trench Excavation	4,600	cu.yds.	5.00	23,000.00
Furnishing and Placing Topsoil	74,000	cu.yds.	2.50	185,750.00
Watering	3,000	M-gals.	4.00	12,000.00
Aggregate Shoulder Material in Stockpile	210,000	cu.yds.	2.40	504,000.00
Class A Concrete in Box Culverts	70	cu.yds.	150.00	10,500.00
Reinforcement in Box Culverts	10,000	lbs.	0.35	3,500.00
15-inch Culvert Pipe	2,750	lin.ft.	6.00	16,500.00
18-inch Culvert Pipe	460	lin.ft.	8.00	3,680.00
24-inch Culvert Pipe	1,060	lin.ft.	11.50	12,190.00
30-inch Culvert Pipe	260	lin.ft.	15.00	3,900.00
36-inch Culvert Pipe	1,600	lin.ft.	22.00	35,200.00
42-inch Culvert Pipe	1,580	lin.ft.	27.00	42,660.00
18-inch Arch Type Pipe	600	lin.ft.	8.00	4,800.00
Extra for Pipe Under Pavement	670	lin.ft.	150.00	110,500.00
Concrete Inlets, Type M-0	4	only	550.00	2,200.00
Concrete Inlets, Type M-E	66	only	520.00	34,320.00
Concrete Inlets, Type G-2MA	2	only	450.00	900.00
Concrete Inlets, Special	1	only	1,000.00	1,000.00
Guard Rail, Type 2A	160	lin.ft.	13.00	2,080.00
Guard Rail Anchors, Type 2	12	only	240.00	2,880.00
Rail End Pieces, Type B	46	only	55.00	2,530.00
Rail End Pieces, Type C	6	only	150.00	900.00

Paved Culvert End Slopes	13,000 sq.ft.	1.50	$ 19,500.00
Loose Riprap, Class 100	730 cu.yds.	10.00	7,300.00
Roadside Seeding and Mulching	190 acres	425.00	80,750.00
Furnishing and Planting Trees	130 only	30.00	3,900.00
Furnishing and Planting Shrubs	4,400 only	6.00	26,400.00
Bark Mulch	110 units	70.00	7,700.00
Watering Trees and Shrubs	1,000 M-gals.	10.00	10,000.00
Signing			
Removal of Existing Sign Installation	All Required		2,200.00
Painted Wood Sign Posts	All Required		900.00
Sign Support Footings	All Required		4,200.00
Breakaway Sign Posts	All Required		16,100.00
Structure Mounts	All Required		4,100.00
Type A Signs in Place	540 sq.ft.	10.00	5,400.00
Type D Signs in Place	38 sq.ft.	6.00	228.00
Move and Reinstall Existing Signs	All Required		3,300.00
			$2,280,758.00
Additional Items			
Temporary Erosion Control	All Required		$ 5,000.00
On-the-Job Trainees (8 @ $800)	All Required		6,400.00
			$ 11,400.00
	Subtotal		$2,292,158.00
	Engineering		229,215.00
	Total		$2,521,373.00

Type Code 6202
Roadway (Safety Work)(Sta. 1401+00 to Sta. 2008+00)

Mobilization	All Required		$ 410,000.00
Furnishing Field Laboratory	1 only	3,500.00	3,500.00
Temporary Protection and Direction of Traffic	All Required		120,000.00
Temporary Signs	2,300 sq.ft.	4.50	10,350.00
Temporary Barricades (Type III)	50 only	100.00	5,000.00
Temporary Plastic Traffic Markers	30 only	70.00	2,100.00
Oversize Advance Construction Sign	2 only	3,000.00	6,000.00
Temporary Illumination	All Required		48,000.00
Flagmen	1,000 hour	14.00	14,000.00
Removal of Structures and Obstructions	All Required		60,000.00
Embankment in Place	7,640 cu.yds.	5.00	38,200.00
Furnishing and Placing Topsoil	2,730 cu.yds.	5.00	13,650.00

Watering	5,000 M-gals.	3.00	$ 15,000.00
Guard Rail, Type 2A	13,300 lin.ft.	6.00	79,800.00
Guard Rail, Type 3	1,000 lin.ft.	15.50	15,500.00
Guard Rail Anchors, Type 1	28 only	300.00	8,400.00
Guard Rail Anchors, Type 2	27 only	300.00	8,100.00
Rail End Pieces, Type A	10 only	20.00	200.00
Rail End Pieces, Type C	29 only	160.00	4,640.00
Extra for Guard Rail Bridge Connections	45 only	365.00	16,425.00
Concrete Barrier	2,175 lin.ft.	15.00	32,625.00
Loose Riprap, Class 100	3 cu.yds.	100.00	300.00
Guide Posts	530 only	13.50	7,155.00
Guide Posts, Flexible	20 only	35.00	700.00
			$ 919,645.00
Additional Item			
Temporary Erosion Control	All Required		1,000.00
	Subtotal		$ 920,645.00
	10% Engr. & Cont.		92,064.00
	Total		$1,012,709.00

Type Code 6202
Pavement Overlay (Sta. 1401+00 to Sta. 2008+00)

Hauling and Placing Aggregate Shoulders	312,000 tons	1.25	$ 390,000.00
Class "B" or Class"C" Asphalt Concrete Mixture	190,000 tons	5.25	997,500.00
Class "E" Asphalt Concrete Mixture	29,000 tons	6.75	195,750.00
Class "C" Asphalt Concrete Mixture in Leveling	28,000 tons	6.50	182,000.00
Asphalt Cement in Mixture	16,200 tons	75.00	1,215,000.00
Portland Cement Additive in Class "E" Mixture	290 tons	60.00	17,400.00
Asphalt in Tack Coat	200 tons	100.00	20,000.00
			$3,017,650.00
Additional Items			
Permanent Pavement Striping	All Required		$ 5,000.00
Stage Construction Striping	All Required		2,000.00
On-the-Job Trainees (4 @ $800)	All Required		3,200.00
			$ 10,200.00
	Subtotal		$3,027,850.00
	10% Engr. & Cont.		302,785.00
	Total		$3,330,635.00

Type Code X021

Raise Existing Bridge No. 8232A (Sta. 1677+70 - 1679+66)	All Required		$ 75,000.00
Raise Existing Bridge No. 8234A (Sta. 1785+64.03 - 1786+81.03)	All Required		75,000.00
Raise Existing Bridge No. 8236A (1870+12.50 - 1871+65.50)	All Required		75,000.00
Raise Existing Bridge No. 8239A (1943+01.98 - 1944+27.98)	All Required		75,000.00
Raise Existing Bridge No. 8240A (1953+83 - 1954+67)	All Required		75,000.00
Raise Existing Bridge No. 8241A (Sta. 1965+70 - 1966+96)	All Required		75,000.00
Membrane Waterproofing	9,543 sq.yds.	9.00	85,887.00
			$ 535,887.00

Type Code X020

Raise Existing Bridge No. 8238A (Sta. 1919+29.5 - 1920+04.5)	All Required		$ 75,000.00
Membrane Waterproofing	667 sq.yds.	9.00	6,003.00
			$ 81,003.00
	Subtotal		$ 616,890.00
	10% Engr. & Cont.		61,689.00
	Total		$ 678,579.00

Length of Paving - - - - - -	11.234 miles
Length of Structures - - - -	0.262 mile
Total	11.496 miles

Cost of Pavement Overlay Per Mile - - - - - - - - -	$296,478.10

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway Y006 (Contract 8011)	$2,521,373.00	$2,326,470.50	$194,902.50
Roadway (Safety)	1,012,709.00	934,426.50	78,282.50
Roadway (Pavement Overlay)	3,330,635.00	3,073,176.00	257,459.00
Structures	678,579.00	626,124.00	52,455.00
Totals	$7,543,296.00	$6,960,197.00	$583,099.00

Group 1 = 100%
Contract No. 8011
Prefix: 622-1053

Group 1 = 100%
Contract No. 8081
Prefix: 622-1054

LEBANON ROAD INTERCHANGE-HALSEY INTERCHANGE SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,000.00

8011

STATE COPY

Form Approved; O.M.B. No. 04-R2089

8

MONTHLY TRANSACTION NO. 5-108	[illegible]S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	[illegible]E Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-20-74	COUNTY Linn PROJECT NO. I-5-4(79)216

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Lebanon Road Interchange-Halsey Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-3-74	11.5
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,521,373.00	$ 2,326,470.50

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
G. L. Green
(Division Engineer)

Date executed by Division Engineer MAY 20 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-4(79)216 Safety

LEBANON RD. INTERCHANGE-HALSEY INTERCHANGE SECTION

PACIFIC HIGHWAY IN LINN COUNTY

Salem, Oregon, May 13, 1974

Project Agreement Estimate.

Type Code Y006
Roadway (Sta. 1401+00 to Sta. 2008+00)

Mobilization	All Required		$ 223,300.00
Furnish Field Laboratory	1 only	3,000.00	2,000.00
Temporary Protection and Direction of Traffic	All Required		139,300.00
Temporary Signs	1,380 sq.ft.	10.00	13,800.00
Flagmen	430 hours	13.00	5,590.00
Cleaning and Grubbing	All Required		25,000.00
Removal of Structures and Obstructions	All Required		17,500.00
Ditch Excavation	1,860 cu.yds.	5.00	9,300.00
Embankment in Place	324,000 cu.yds.	2.00	648,000.00
Trench Excavation	4,600 cu.yds.	5.00	23,000.00
Furnishing and Placing Topsoil	74,000 cu.yds.	2.50	185,750.00
Watering	3,000 M-gals.	4.00	12,000.00
Aggregate Shoulder Material in Stockpile	210,000 cu.yds.	2.40	504,000.00
Class A Concrete in Box Culverts	70 cu.yds.	150.00	10,500.00
Reinforcement in Box Culverts	10,000 lbs.	0.35	3,500.00
15-inch Culvert Pipe	2,750 lin.ft.	6.00	16,500.00
18-inch Culvert Pipe	460 lin.ft.	8.00	3,680.00
24-inch Culvert Pipe	1,060 lin.ft.	11.50	12,190.00
30-inch Culvert Pipe	260 lin.ft.	15.00	3,900.00
36-inch Culvert Pipe	1,600 lin.ft.	22.00	35,200.00
42-inch Culvert Pipe	1,580 lin.ft.	27.00	42,660.00
18-inch Arch Type Pipe	600 lin.ft.	8.00	4,800.00
Extra for Pipe Under Pavement	670 lin.ft.	150.00	110,500.00
Concrete Inlets, Type M-0	4 only	550.00	2,200.00
Concrete Inlets, Type M-E	66 only	520.00	34,320.00
Concrete Inlets, Type G-2MA	2 only	450.00	900.00
Concrete Inlets, Special	1 only	1,000.00	1,000.00
Guard Rail, Type 2A	160 lin.ft.	13.00	2,080.00
Guard Rail Anchors, Type 2	12 only	240.00	2,880.00
Rail End Pieces, Type B	46 only	55.00	2,530.00
Rail End Pieces, Type C	6 only	150.00	900.00
Paved Culvert End Slopes	13,000 sq.ft.	1.50	19,500.00

Loose Riprap, Class 100	730 cu.yds.	10.00	7,300.00
Roadside Seeding and Mulching	190 acres	425.00	80,750.00
Furnishing and Planting Trees	130 only	30.00	3,900.00
Furnishing and Planting Shrubs	4,400 only	6.00	26,400.00
Bark Mulch	110 units	70.00	7,700.00
Watering Trees and Shrubs	1,000 M-gals	10.00	10,000.00

Signing

Removal of Existing Sign Installation	All Required		2,200.00
Painted Wood Sign Posts	All Required		900.00
Sign Support Footings	All Required		4,200.00
Breakaway Sign Posts	All Required		16,100.00
Structure Mounts	All Required		4,100.00
Type A Signs in Place	540 sq.ft.	10.00	5,400.00
Type D Signs in Place	38 sq.ft.	6.00	228.00
Move and Reinstall Existing Signs	All Required		3,300.00
			$2,280,758.00

Additional Items

Temporary Erosion Control	All Required	$ 5,000.00
On-the-Job Trainees (8 @ $800)	All Required	6,400.00
		$ 11,400.00

Subtotal	$2,292,158.00
Engineering	229,215.00
Total	$2,521,373.00

Length of Roadway - - - - - - - 0.00 Mile

Retained in Program Status

Work to be performed under future contract, paving, signing, structures, and balance of work as programed	All Required	$6,653,627.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,521,373.00	$2,326,470.50	$194,902.50
Retained in Program	6,653,627.00	6,139,301.50	514,325.50
Total	$9,175,000.00	$8,465,772.00	$709,228.00

Group 1 - 100%

Contract No. 8011

Prefix: 622-1053

LEBANON ROAD INTERCHANGE-HALSEY INTERCHANGE SECTION

Non-participating - State Work

State Responsibility for Damages	All Required	$1,000.00

#8011 10-23-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-5-4(79)216

STATE PROJECT NO.
LEBANON ROAD - HALSEY

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME LINN
	ITEM NO. I-778	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
[illegible] HWY ENGR
OCT 24 '74
REFER TO
Hunter
FOR

DATE PS&E APPROVED OCTOBER 2, 1974	DATE AUTHORIZATION EFFECTIVE OCTOBER 2, 1974	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 5 STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
CONSTRUCTION OF ASPHALT CONCRETE PAVEMENT AND AGGREGATE SHOULDERS. RAISING OF EXISTING BRIDGES.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify)
TEMPORARY EROSION CONTROL $1,000
PERMANENT PAVEMENT STRIPING 5,000
STAGE CONSTRUCTION STRIPING $2,000
ON THE JOB TRAINING $3,200

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S SEPTEMBER 30, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

10-28-74
ORIGINAL TO
L.W. Rulien
Watt

RECEIVED
OCT 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE 10-23-74	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

FORM [illegible] STOCKS OF FORM PR-1240 (REV. 6-68) [illegible]

#3011

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 4, 1974

In reply refer to: 1041BR

SUBJECT: Oregon Project I-5-4(79)216
Lebanon Rd - Halsey Section
Median Mounds

NOTED
E. S. HUNTER

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
ATTN: Mr. H. S. Coulter, Asst. State Highway Engineer

On the above project the structure columns in the median are being protected by earth mounds. It appears that some mounds have been widened, and we assume temporarily, to allow embankment hauling for median filling and sloping. We are concerned that the purpose of the mound not be lost by the contractors operation. A mound should be able to decelerate the errant vehicle prior to impact with the columns. If the column fills are compacted with heavy equipment and sloped to allow hauling the mound intent might be lost if careful shaping is not exercised afterwards. Also any high loads that are able to mount such a mound might impact the structure beams and damage the vehicle and the bridge.

We assume that a structural check on the increased earth load on the footings supporting the median columns has been performed and that the substructure is adequate with the added earth embankment. We caution you to carefully monitor the contractors work and insure that the intent of the earth mound is realized.

for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 5 '74
REFER TO
Coulter
FOR

Info	News	W/D	D/R	Sign	Act	File
		X			X	

cc Hunter inf

NOTED
A. E. [illegible]

8

# 8011 10-12-74

FORM PR-33A
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

WASH DC (HHO-32)
OSHD (Coulter)

INITIAL INSPECTION REPORT

(Check appropriate box) ☐ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Linn	Division Oregon
Date of Inspection 6/12/74	Inspection Made By P. V. Riedl, Area Engineer	Original signed by P. V. RIEDL	Project No. I-5-4(79)216

In Company With
Gerry Wimer, Reg. II Constr. Engr.; Keats Oliver, Resident Engineer

Location
Lebanon Road Interchange to Halsey Road Interchange, 11.5 miles on I-5.

Contractor Name and Address
F. H. McEwen Construction, Rt 4 Box 97A, Eugene OR 97405

Award Date 4/29/74	Contract Amount $2,280,758.00	Time Allowed (a)175 (b)325	Time Started 5/14/74	Work Started 5/14/74
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed (a) 19 (b) 10 %	Work Completed 3	

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grading Aggregate Production Signing	Y006	11.50			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

COPY SENT
JUL 08 1974
Washington

REMARKS: **(Report details of statewide inspection-in-depth on form PR-33D)*

LEBANON ROAD INTER.-HALSEY INTERCHANGE SECTION
Grading, Aggregate Production & Signing
Pacific Highway

The project is located on Interstate Highway 5 starting 6 miles south of Albany at the Lebanon Road Interchange and extends 11.5 miles south to the Halsey Interchange.

Work to be done consists in the construction of flattening slopes, producing and stockpiling of shoulder aggregates and construction of highway signs and supports.

Completed Work

Clearing	60%
Grading	5%
Drainage	1%
Signs	5%

RECEIVED
JUL 9 1974
Office of
Assistant State Highway Engineer

7-9-74
Constr.

NOTED
H.S. COULTER

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

Work in Progress

The contractor was excavating ditches, removing metal end sections from the median culverts and building a haul road in the Saddle Butte Borrow Source.

Comments

A preconstruction conference was held in the State field office May 15, 1974 in Albany. Pertinent features of the project work were reviewed at this meeting. A copy of the minutes are on file in the Division office.

The contractor is setting up his field office at the Saddle Butte Borrow Area. Signs and posters will be placed at this location.

The EEO officer for the project will be Norman McEwen.

The progress of the construction work is considered as satisfactory.

FORM E-30X

622-1053

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

3400 Spicer Road, Albany

DATE May 29, 1974

TO Bridge Design
ATTN:
Bob Ellison
Bridge Administrative Engineer

FROM Keats Oliver
Resident Engineer

BY: Dave Jones
Ass't. Res. Engr.

Dave Jones

SUBJECT

Shop drawings (sign posts and signs)
Lebanon Road Intchge-Halsey Intchge
Pacific Highway; contract 8011

Enclosed is a copy of a letter from the prime contractor on the subject project, granting permission, to Coral Corp., for direct submittal of sign post and sign shop drawings.

We concur with granting permission for direct submittal, but request that the approved shop drawings be returned to us for post length verification.

CC: ~~C O Fredrickson~~
Bill Beard
~~F H McEwen Construction~~
Coral Corp.

1 Versteeg ✓
A. Olson
2 Turpin T
Scott
Swanson
R. Olson
Trout

RECEIVED

ROCK CRUSHING
ROAD BUILDING
EQUIPMENT RENTALS
EQUIPMENT SALES

TELEPHONES
OFFICE 746-9911
746-9912

F. H. McEWEN
GENERAL CONTRACTOR
ROUTE 4, BOX 97A
EUGENE, OREGON
97405

May 28, 1974

State of Oregon
Dept. of Transportation
3400 Spicer Road
Albany, Oregon 97321

Attn: Keats Oliver,
Resident Eng.

Re: Contract 8011
Lebanon Road Inche-
Halsey Inchge.

Gentlemen:

This letter is your authority to work directly with Coral Corporation, subcontractor, on above project with regard to acceptance and processing shop drawings for the signs and/or fabricated steel.

Yours truly,
F. H. McEwen
F. H. McEwen

cc: Coral Corporation
29975 South Barlow Road
Canby, Oregon 97013

RECEIVED
MAY 29 1974
KEATS OLIVER
RES. ENGR.

#8011

I-5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 29, 1974

TO J. H. Versteeg, Road Design Engineer

C. G. Swenson

FROM C. G. Swenson, Specifications Engineer

SUBJECT Jerry Wimer's Letter to Keats Oliver and Jack Martin re Median Access on N. Albany-Lebanon Road and Lebanon Road-Halsey Projects

Attached is a copy of a Memo written by Art Brummitt setting forth why the Plans, Specifications and Addendum Letters on the subject projects contained "pit falls" as set forth in Jerry's letter.

We have no comment on their proposed changes to "lane control". This method of controlling traffic results in some narrow lanes but evidently it has worked on the Hubbard-Woodburn and Woodburn-Hayesville Projects.

CGS:jh

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trued 4

RECEIVED

[illegible] Reply ☐
[illegible] Approval ☐
[illegible] ☐
[illegible] ☐

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 28, 1974

TO MEMORANDUM TO THE FILES

Art Brummitt

FROM Art Brummitt, Specifications Writer

SUBJECT Median Access on the
No. Albany-Lebanon Road Section
& Lebanon Road-Halsey Interchange Section

In regard to Mr. Wimer's letter to Keats Oliver and Jack Martin dated May 21, 1974, it would seem that if there are pit falls in the plans, specifications and revision letter no. 1 with respect to access to the median area, that they are there at the request of Mr. Wimer.

On April 8, 1974, John Bond received a phone call from Mr. Wimer stating that he had some questions regarding the plans and specifications on the subject projects.

On April 10, 1974, John Bond brought to this office a copy of some notes to Mr. Wimer from Keats Oliver with a note on the bottom to John Bond stating that this should apply to both jobs.

These notes were reviewed and John Bond set up a meeting in Mr. Coulter's office to discuss the suggested changes and decide what to do.

On April 10, 1974, the meeting was held in Mr. Coulter's office with the following in attendance:

E. S. Hunter
C. T. Keasey
John Bond
Lyle Watson
C. G. Swenson
Art Brummitt

At this meeting, after considerable discussion, it was decided to go along with the suggestions in the notes from Keats Oliver to Jerry Wimer, concerning access to the median, with only one exception; one lane closure by coning off a portion of a travel lane for use as an acceleration lane at small work areas would not be prohibited on Friday afternoons, Sunday afternoons and Holidays.

CONCLUSION

The changes concerning access to the median area with the contractor's hauling equipment as suggested by the notes transmitted to John Bond were issued to the bidders in revision letter no. 1 and are exactly as requested by the field with the one exception as noted.

AB:jh

FORM 7-714-3030

OREGON STATE HIGHWAY DIVISION

FILE: 622-1052

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 21, 1974

RECEIVED
MAY 23 1974
CONSTRUCTION

Routing
1 Keasey
2 Bond
3 Jackmond
4 Harwood
John
Wall
5 Scofield
Glunn
Burg

FROM: Gerald W. Wimer ORIGINAL SIGNED BY GERALD WIMER
REGION CONSTRUCTION ENGINEER

SUBJECT: Median Access
North Albany-Lebanon Road Sec.
Lebanon Road-Halsey Section
Pacific Interstate Highway

TO: Keats Oliver
Jack Martin RESIDENT ENGINEERS

Not only the plans and specifications for the subject sections, but also change letter number 1 on both projects have pit falls with respect to median access.

Except for specific instances on the Lebanon Road-Halsey section, median access is to be obtained by acceleration and deacceleration lanes. Construction of these acceleration and deacceleration lanes could require lane control for longer periods of time that would pertain if the entire median construction was done under lane control.

Lane control was discussed at the North Albany-Lebanon Road section preconstruction and in more detail at a meeting later the same day. That contractor, Morris Brothers Incorporated, was agreeable to maintaining two lanes of through traffic in their lane control. The resulting lanes are narrow and there are hazards involved in setting up the lane control.

Therefore, it is agreeable to this office that insofar as median access is concerned, it can be done under the lane control described in the plans providing:

1. Only one direction of traffic is involved.
2. This means the contractor's hauling equipment must be routed through the next temporary or permanent interchange.
3. No Friday afternoon lane control is allowed.
4. Lane control will be limited to one-half mile in length and there must be at least one mile before another lane control is allowed.
5. If undue congestion results, this offer is rescinded and the two lanes of through traffic will be reconsidered.
6. Since the lane control for the median work is essentially the same as lane control for the acceleration and deacceleration lanes, the only difference between this and the modified contract plan, is the extra haul as opposed to the cost of constructing the acceleration and deacceleration lanes called for in the modified plan. These will be considered to be off-setting and no change of cost involved.

7. This change is documented by a price agreement.

The above modifies median access only and not access to the outside shoulder area. Access to the outside shoulder area is being studied by Resident Engineer, Keats Oliver and will be reconsidered after his report is available.

GWW/elk
cc: C. T. Keasey ✓

Note to C. T. Keasey: This is a revised copy.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 20, 1974

FILE: 622-1052

FROM: Gerald W. Wimer ORIGINAL SIGNED BY GERALD W. WIMER
REGION CONSTRUCTION ENGINEER

SUBJECT: Median Access
North Albany-Lebanon Road Sec
Lebanon Road-Halsey Section
Pacific Interstate Highway

TO: ~~Keats Oliver~~
~~Jack Martin~~
RESIDENT ENGINEERS

Not only the plans and specifications for the subject sections, but also change letter number 1 on both projects have pit falls with respect to median access.

Except for specific instances on the Lebanon Road-Halsey section, median access is to be obtained by acceleration and deacceleration lanes. Construction of these acceleration and deacceleration lanes would require lane control for longer periods of time that would pertain if the entire median construction was done under lane control.

Lane control was discussed at the North Albany-Lebanon Road section preconstruction and in more detail at a meeting later the same day. That contractor, Morris Brothers Incorporated, was agreeable to maintaining two lanes of through traffic in their lane control. The resulting lanes are narrow and there are hazards involved in setting up the lane control.

Therefore, it is agreeable to this office that insofar as median access is concerned, it can be done under the lane control described in the plans providing:

1. Only one direction of traffic is involved.
2. This means the contractor's hauling equipment must be routed through the next temporary or permanent interchange.
3. No Friday afternoon lane control is allowed.
4. Lane control will be limited to one-half mile in length and there must be at least one mile before another lane control is allowed.
5. If undue congestion results, this offer is rescinded and the two lanes of through traffic will be reconsidered.
6. Since the lane control for the median work is essentially the same as lane control for the acceleration and deacceleration lanes, the only difference between this and the modified contract plan, is the extra haul as opposed to the cost of constructing the acceleration and deacceleration lanes called for in the modified plan. These will be considered to be off-setting and no change of cost involved.

RECEIVED
MAY [illegible] 74
ROAD DESIGN SECTION

1
2
3
4

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return to
Bring Up
Other

7. This change is documented by a letter or price agreement signed by both the contractor and resident engineer. If a price agreement, it must be processed through channels.

The above modifies median access only and not access to the outside shoulder area. Access to the outside shoulder area is being studied by Resident Engineer, Keats Oliver and will be reconsidered after his report is available.

5-22-74
Discussed w/Wimer & Walker.
Approved for trial.
CTK

GWW/elk
cc: C. T. Keasey

622-1053

Lebanon Road Interchange-Halsey Interchange
Pacific Highway

108.4 -1 Add to paragraph 3 the following:

At areas of either the median or the right side where only small work areas are accessable due to existing creeks and rivers being spaced close together the Engineer may delete the requirements for acceleration and deceleration lanes and allow the contractor to enter and leave the freeway by the one lane closure method detailed on sheet 2G of the plans, except that lane closures will not be permitted on Friday afternoons, Sunday afternoons, or during Holidays.

108.04 - 1 (4th paragraph) delete the 4th paragraph and substitute the following:

The contractor will not be permitted to cross the median area from one side of the freeway to the other with his hauling equipment, either loaded or empty except:

(a) at existing highway interchanges.

(b) at temporary interchanges constructed at existing highway over-crossings structures. Said temporary interchanges shall be removed by the contractor when no longer needed. No seperate or additional payment will be made for the construction and removal of ~~at~~ said temporary interchanges.

(c) The contractor will be permitted to enter the median area from one side loaded, deposit the load, turn around and enter the freeway on the other side empty, provided that temporary acceleration and deceleration lanes are provided as detailed on sheet 2F of the plans. This movement will not be allowed using the lane closure method detailed on sheet 2G of the plans.

OK with modification -

Jerry –

Sheet 29 Project Limits.

OK Overview Road Construction sign should be specified for Northbound traffic on the Lebanon Rd. Int. – Halsey Int. section and for southbound traffic on the N. Albany Int. – Lebanon Rd. Int. section. Small signs for the opposite end of each.

No thanks Change Shoulder aggregate spec's on N. Albany Int. – Lebanon Rd. Int. to our normal P-D spec's.

OK Temporary Interchanges should be allowed as per attached on the Lebanon Rd. Int. – Halsey Int. section to SAVE FUEL

Kenis

Sent 4-10-74 JJK

cc John Bond w/attach – Should apply to both jobs.

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

May 1, 1974

F. H. McEwen Construction Co.
Route 4, Box 97A
Eugene, OR 97405

RECEIVED
ROAD
DESIGN
SECTION

Requests Reply
Requests Approval
Receiver Keep
Do not file ✓
Return to ________
Bring Up ___/___/___
Other ________

Gentlemen:

The Oregon Transportation Commission on April 29, 1974, accepted your proposal for work on the Lebanon Road Interchange-Halsey Interchange Section of the Pacific Highway in Linn County for the sum of $2,280,758. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Later that same day approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 2011.

Contract forms are being prepared and will be mailed to you for execution.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification ...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn
bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
C. O. Fredrickson
Keats Oliver
Don Trout ✓
Wm. Geibel (SAIF)

8011

U. S. DEPARTMENT OF TRANSPORTAT - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-16-74

-4(79)216

STATE PROJECT NO. LEBANON ROAD INTERCHANGE-HALSEY INTERCHANGE SECTION

PROGRAM NO.

COUNTY NAME: LINN

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

ITEM NO. 1-778

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
APR 17 '74
REFER TO [illegible]
FOR

Info	Inves	A/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
APRIL 3, 1974	APRIL 3, 1974	INTERSTATE ROUTE 5 PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify)

TEMPORARY EROSION CONTROL	$5,000
ON THE JOB TRAINING	6,400

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. RULIEN'S APRIL 1, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

4-18-74
original & title sheet
to J. W. Rulien

RECEIVED
APR [illegible] 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 4-16-74

SIGNATURE OF APPROVING OFFICIAL

TITLE: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8011

5

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 10, 1974

TO MEMO TO THE FILES

Original signed
C. G. Swenson

FROM

C. G. Swenson
Specifications Engineer

SUBJECT Critical Materials and Fuel Required for the Lebanon Road Interchange-Halsey Interchange Grading, Aggregate Production and Signing Project

NOTED
E. S. HUNTER

The subject project will require the following estimated quantities of materials and fuels:

Material	Quantity	
Asphalt Cement	--	Tons
Portland Cement	500	Cwt.
Reinforcement	10,000	Lbs.
Structural Steel	9,100	Lbs.
Diesel	540,000	Gals.
Gasoline	60,000	Gals.
Explosives	252,000	Lbs.

CGS:fw

cc: E. S. Hunter
John A. Bond
J. H. Versteeg

RECEIVED
APR 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9

4-3-74

TRANSACTION NUMBER 4-6

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-3-74

BY (Signature): L. W. RULIEN'S LETTER OF 3-18-74

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ____

STAGE 1*
ITEM NOS. ____ THRU ____

STAGE 2
ITEM NOS. 778 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
778	I-5-4(79)216	11.5	9,175,000	8,465,772	I-5 LEBANON ROAD INTERCHANGE-HALSEY INTERCHANGE SECTION. LINN COUNTY-STATE OF OREGON	GRADE, DRAIN, PAVEMENT OVERLAY, GUARDRAIL, SIGNING, RAISE 7 TWIN STRUCTURES.

REMARKS (Division)

4-5-74
orginal to L. W. Rulien

NOTED
E. S. HUNTER

RECEIVED
APR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-3-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 29, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Interstate Highway 5
N. Albany Intchge.-Lebanon Intchge. (6.8 Miles)
Lebanon Intchge.-Halsey Intchge. (11.5 Miles)
Linn County, Oregon

DESCRIPTION AND PURPOSE OF PROPOSAL This negative declaration is concerned with two safety and overlay projects that would upgrade an 18.3-mile section of Interstate Highway 5 between the North Albany and Halsey interchanges. Because the projects are similar in purpose and scope, it is convenient to treat them within a single negative declaration. Interstate Highway 5 is the principal north-south route through Oregon's Willamette Valley. The proposed projects are situated in a rural environment that is well-known for grass seed production. Relatively level farmlands abut much of the highway right-of-way.

The straight alignment of Interstate 5 in this section enables the motorist to observe traffic conditions for a considerable distance. As a consequence, traffic generally moves rapidly through this section. The principal driving hazards are related to heavy traffic, seasonal rains, and occasional dense fog. Water-filled depressions in the travel lanes may cause fast-moving vehicles to hydroplane. Should a driver lose control of his vehicle, he may have to negotiate shoulder slopes steeper than those presently designed by the Oregon State Highway Division.

The proposed projects would improve highway safety by leveling depressions with asphalt-concrete (Lebanon Interchange-Halsey Interchange), replacing existing guardrail with concrete shoulder barriers or new guardrail, installing new signs, and flattening shoulder slopes. In addition, the projects would require raising several overcrossings to compensate for the change in grade.

According to agreements with the State Executive Department and the Willamette Valley Council of Governments, these projects are of a type that do not require A-95 notification.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most significant impacts are related to safety improvement and the acquisition of borrow materials. Based on projected average daily traffic, improvement of highway safety is considered to be an especially important impact.[1] Physical impacts include the utilization of 674,200 cubic yards of borrow material for construction and landscaping. Project plans also include the rehabilitation of borrow sites for recreational or other purposes.

The Oregon State Highway Division proposed at least two sources to supply the necessary borrow material. One source, selected by the Highway Division, would provide 534,000 cubic yards of material for the Halsey Interchange-Lebanon Interchange project. An additional 140,200 cubic yards of topsoil material would be provided by the contractor under conditions stipulated by the Oregon State Highway Division. To assure that potential harm to the environment is minimized, provisions relating to the proper development and rehabilitation of borrow sources have been written into the contract specifications.

The Highway Division has designated the State-owned Saddle Butte quarry as being especially desirable as a borrow source.[2] The suitability of the material, the proximity of the borrow to the proposed projects, and the opportunity to improve an already scarred landscape favor the use of this site. In addition, the Linn County Planning Commission and the Oregon State Wildlife Commission are receptive to the Highway Division's multiple-use plan for the quarry.

[1] 1973 ADT: 18,800; 1993 ADT: 31,800

[2] Saddle Butte is located in the S. 1/2, N.E. 1/4, Sec. 9, T. 12S, R. 3W, W.M.

Saddle Butte (el. 649) is typical of the intrusive basalt outcrops that dot the central and southern sections of the Willamette Valley. The butte is a conspicuous landmark rising approximately 390 feet above the rather flat valley floor. Vegetation on the butte is sparse, consisting mostly of grasses and scattered shrubs. The east side of the butte (not visible from Interstate 5) supports a few big-leaf maples.

The Saddle Butte quarries are located on the west side of the butte. The quarries have provided material for local railroad and highway projects for a number of years. The principal quarry is in public ownership and is readily visible from the freeway. The Oregon State Highway Division would like to continue to utilize the State-owned quarry for highway projects, particularly those projects on Interstate 5. The availability of borrow materials and the recognized need to improve the aesthetic qualities of the butte have prompted a proposal of quarrying and intermittent rehabilitation. The proposal includes:

(1) Removing material in benching stages.

(2) Shaping the butte after each significant quarry operation.

(3) Maintaining a berm covered with trees and shrubs to screen quarry activities from Interstate 5.

(4) Cooperating with the Oregon State Wildlife Commission in creating a wildlife habitat.

The Oregon State Wildlife Commission maintains that upland game birds such as pheasant and valley quail use the Saddle Butte area extensively. Songbirds of every species found in western Oregon may also be observed in the area. In addition, many small mammals, including some fur bearers, frequent the butte and vicinity. The Wildlife Commission suggests that plants used for screening are mountain ash, cherry, hawthorn, elderberry, oak, maple, hazel, apples, and cascara. Recommended shrubs are currant, rose, Oregon grape, snowberry, blackberry, and serviceberry.

Three alternative borrow sites, the Widmer quarry, Courtney Creek, and Woodworth properties, have also been considered as possible material sources. Although Oregon State Highway Division investigations indicate that Widmer quarry rock may be superior in hardness to that of Saddle Butte, (1) the Widmer quarry is in private ownership, (2) haul distance from source to project is greater, and (3) rehabilitation plans for the Saddle Butte borrow site would be deferred in the event that an alternative source is selected. These three factors tend to discourage the Highway Division from using the Widmer quarry as a source of borrow materials.

The Courtney Creek site was originally considered under a material acquisition and rehabilitation plan. Subsequent changes in highway design, however, eliminated the need to acquire the large quantity of borrow included in the Courtney Creek plan.

BASIS FOR NEGATIVE DECLARATION

The proposed construction on Interstate Highway 5 between the North Albany and Halsey interchanges is necessary to promote travel safety. Also, the proposed projects include an opportunity to utilize borrow materials in conjunction with a much-needed rehabilitation plan. It is the conclusion of the Oregon State Highway Division that the project as outlined above would not constitute a major action, as defined in Policy and Procedure Memorandum 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of social or natural environments.

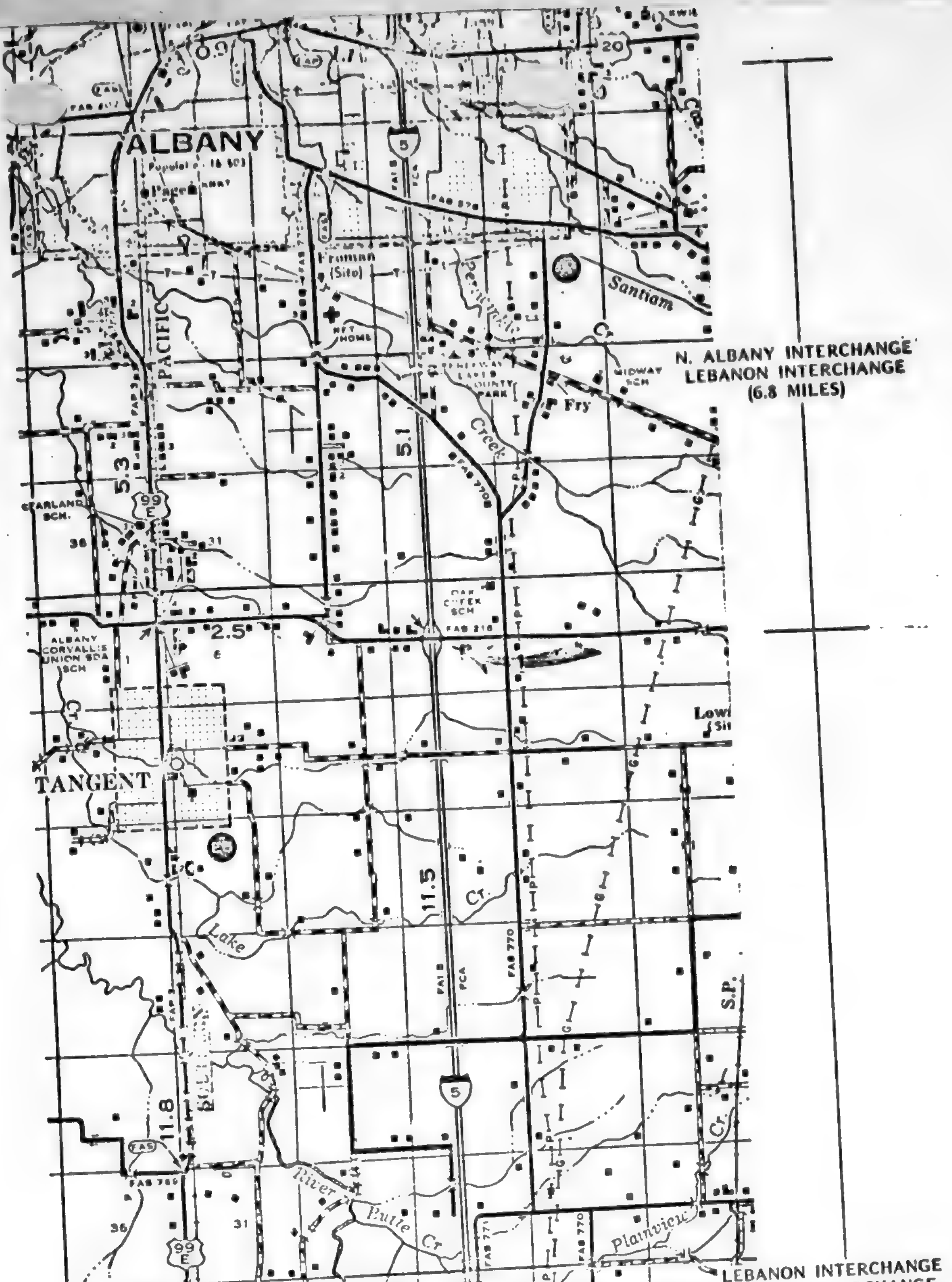
Your concurrence is respectfully requested.

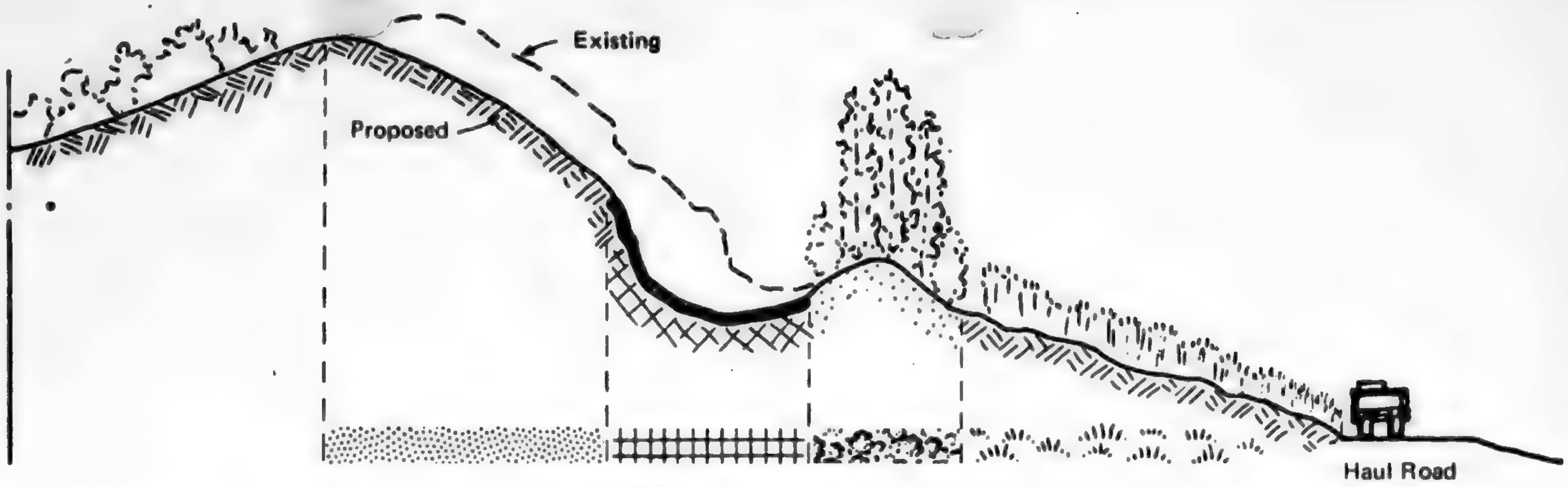
Endorsement to Oregon State Highway
Division

Concur________________________ Date APR 3 1974
Division Engineer

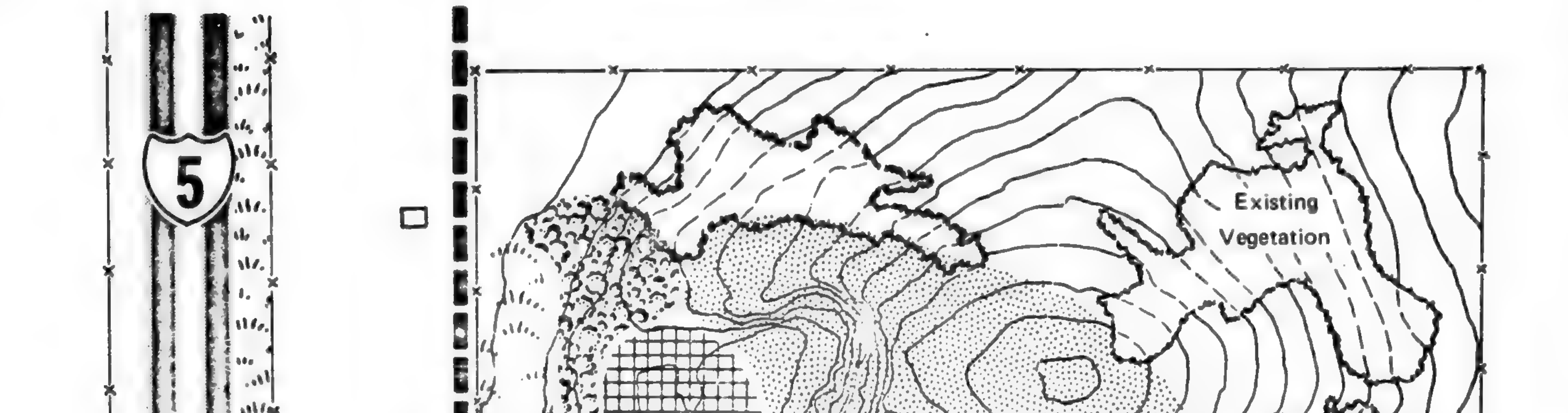
JK:sz bb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
C. O. Fredrickson


ALBANY
TANGENT
SHEDD
HALSEY
Santiam
Fry
Creek
Lake
Cr.
River
Butte Cr.
Plainview
Ward Butte
El. 858
Calapooia
Sodom
Saddle Butte
Ditch
Shedd Sl.
Wright Sl.
Taylor L.
Powell Hills
El. 516
PACIFIC
5.3
5.1
2.5
11.5
11.8
2.4
3.8
99E
5
20
N. ALBANY INTERCHANGE
LEBANON INTERCHANGE
(6.8 MILES)
LEBANON INTERCHANGE
HALSEY INTERCHANGE
(11.5 MILES)


Existing
Proposed
Haul Road

CONCEPTUAL DIAGRAM


5
Existing Vegetation
SODOM
DITCH
Haul Road
Existing Vegetation
– Reshaping slope
– Shrub, flower, erosion control seeding
– Active borrow zone
– Extensive screen planting and berm
– Seedling and whip plantings

PLAN VIEW

SADDLE BUTTE BORROW PIT RECLAMATION
N. ALBANY INT.–HALSEY INT. SECTION
PACIFIC HIGHWAY

8011

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE March 26, 1974

TO E. S. Hunter
Assistant State Highway Engineer

FROM John R. Oakes
John R. Oakes
Assistant R/W Engineer

SUBJECT

We have investigated the Interstate Overlay projects listed in your memorandum of March 21, 1974. There are four of these projects on which we know there may be difficulty. The other projects appear to be clear unless it is later discovered that right-of-way will be necessary.

[illegible] 16 E

The Lebanon Road-Halsey Interchange Section does not require right-of-way; however, we understand the Planning Commission is very likely to turn down our application for a zone change for our proposed borrow site.

[illegible] 16 I

Myrtle Creek-Canyonville Section requires right-of-way and relocation. It does not appear that this project will be ready for contracting before September, 1974.

16 I. [illegible]

Irrigon Junction-Stanfield Junction Section: Our Supervisor understands that a revision of the Irrigon Interchange is being considered that will require right-of-way.

[illegible] 16 I. [illegible]

North Ontario Interchange-Idaho State Line: There is one parcel of property required for the Idaho Avenue Interchange. We have requested F.H.W.A. authorization to purchase but have not received approval.

3-27 [illegible]
cc [illegible]
E.H.

JRO:A
CC F. B. Klaboe
J. H. Versteeg
W. J. Hart
V. D. Wolfe
J. B. Boyd
L. W. Rulien
Gary Potter
Clarence Gregg
Ken Rolfe /w/ att.
Rod Henry /w/ Att.
Frank North /w/ att.
Verne Allen /w/ att.

RECEIVED
MAR 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY [illegible]

3-29-74
original to Versteeg
to answer

Form FHWA 121 (Rev. 5-73)

8011

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 19, 1974

In reply refer to: 10-41-B

SUBJECT: Oregon Project I-5-4(-)216
Lebanon Road-Halsey Interchange Section
Mandatory Borrow Sites

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By March 15 letter Mr. Terpin requested our approval to specify the Saddle Butte Material Source and the Brown Borrow Source as mandatory materials sites for subject project.

Approval is hereby given based on the public interest finding presented in Mr. Terpin's letter.

G. K. Hossner
for ~~G.~~ L. Green

3-20-74
Copy to Verateeg

NOTED
E. S. HUNTER

3-21-74
cc Wolfe, Rubin

RECEIVED
STATE HWY ENGR
MAR 20 '74
REFER TO
[illegible]

RECEIVED
MAR 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

March 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-4(79)216

We are submitting program data for one interstate project Item No. 778, Project No. I-5-4(79)216, "Lebanon Road Interchange-Halsey Interchange Section", which we desire to have included in the Federal-aid Interstate Highway Program.

The project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-16 as the work is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practices Related to Safety."

We plan to award two contracts for this project. It is our present intention to receive bids for the first contract (grading, draining, signing and rock production) on April 25, 1974 and for the sectond contract to accomplish the remainder of the work on October 24, 1974.

An environmental statement covering the N. Albany Interchange-Lebanon Road Interchange Section and the Lebanon Road Interchange-Halsey Interchange Section will be submitted as a separate action, under the provisions of PPM 90-1.

The project is exempt from State Clearinghouse and District 4 Clearinghouse reviews under working agreements dated April 28, 1970 and August 7, 1970 respectively.

Public hearings are not required for this project under provisions of paragraph 6c of PPM 20-8.

Enclosure

8011

115

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
MAR 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

March 15, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Lebanon Road-Halsey Interchange
Pacific Highway
Linn County

NOTED
E. S. HUNTER

Dear Mr. Green:

It is proposed to provide borrow and material sources for the subject project from which it will be mandatory for the contractor to acquire the material. It is our belief that to do so is in the public interest and request your approval to specify the sources as mandatory.

The source for borrow material to be used for embankment material and the source for the shoulder aggregate is proposed to be Saddle Butte located near the northerly end of the project on the easterly side of the highway.

Saddle Butte was used extensively as a material source when the Interstate was originally constructed. Environmental considerations were then practically unthought of and the butte was left in a condition that is now environmentally unacceptable. It is proposed that in the acquisition of the material the development plan will remove the scars resulting from the previous operation.

The proposed development plan has been designed so that future operations at the butte will be hidden from the view of the highway user by a berm with a screen planting of trees on its top.

The development plan has been reviewed by various concerned agencies and has their approval.

No other known, developed source is in the area that could be utilized. Therefore, if Saddle Butte were not used, some other land area would need to be developed either as a State-offered source or as a source of the contractor's choice. From the point of view of the State, Saddle Butte would be the prospective source. If the contractor chose not to use it and opened his own source, additional land would be affected and removed from production.

It has been the experience of the State that, although some control of the contractor's operation in his own site can be applied, usually the end result is less desirable than that which can be achieved by specifying a mandatory source and providing our approved development plan which must be followed.

Any other source, provided by the contractor, the location of which is unknown at this time, might possibly cause the expenditure of large amounts of gasoline in longer haul and use of critical asphalt materials in maintaining existing roads used as haul routes. These unknown factors would be eliminated by the use of Saddle Butte as a mandatory source.

The source for the topsoil to be used on the project is referred to as the Brown Borrow Source. This source is located approximately one mile north of the north end of the project, one-fourth mile easterly of the highway.

The development plan for this source was made in cooperation with the Oregon Wildlife Commission with the intencion that fish ponds would be developed out of the borrow pits. This multiple use plan ensures that the land involved is not wasted but continues to produce and provide public recreation.

The property involved is the only land in the area found available that meets the material requirements. A contractor might find other land but the State was unable to do so.

The same consideration of lack of control of contractor's operations in his own pit apply to this site as to the Saddle Butte source; thus leaving the site in an unacceptable condition.

We believe that consideration of the aforementioned conditions make it in the public interest to require the needed materials to be obtained from the proposed borrow sources, and request that you concur in this proposal and grant your approval to do so.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

FET:wc
bc: E. S. Hunter
H. S. Coulter
R. H. Chase
C. G. Swenson
G. W. Wimer
Lyle K. Watson

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 15, 1974

TO Gerald Wimer, Region II Construction Engineer

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Lebanon Road Interchange-
Halsey Interchange Section
Pacific Highway
Linn County

NOTED
E. S. HUNTER

The requirements of safety protection of guard rail ends, bridge columns and bridge handrails have been reviewed. It was deemed appropriate to do a minor amount of work under the contract to be let in April, 1974. The rest of the revision of the safety features will be included in the paving and structure contract scheduled for bid opening in October, 1974.

The work includes replacing existing type A end pieces with type B end pieces, extending the guard rail at three undercrossing structures where the existing rail is not flared to install anchors, and type C end pieces. The cost is estimated to be $8,000.

FET:we
cc: E. S. Hunter
C. G. Swenson
Lyle K. Watson

RECEIVED
MAR 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8011

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

REFERRED TO

Cole ______ Reed

Eriksen ______ Sample

Hager ______ [✓ Watson] W

[✓ Return] ☐ Forward ☐

Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

DATE February 6, 1974

TO E. S. Hunter, Assistant State Highway Engineer

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT North Albany-Halsey Interchange Section
Pacific Highway
Linn County

RECEIVED
FEB 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

To comply with the practice of limiting the work in a project to that which can be performed in one construction season it has been proposed to contract the subject section in at least two units.

One unit should include the safety work on the North Albany-Lebanon Road Unit. This unit has P.C.C. pavement and receives no overlay, just the flattening of slopes and the removal or protection of roadside hazards.

The remaining unit, Lebanon Road-Halsey Interchange receives an overlay plus the safety work. It is the opinion of Regional Construction Engineer G. W. Wimer that the work involved is more than can be completed in one season. He suggests that it be performed in three contracts over a two year period. Other ways exist of staging the work. These are, including Wimer's recommendation:

1. Wimer's proposal--three contracts
    a. Grading and shoulder rock production; letting date - April 25, 1974, completion date - October, 1974.
    b. Raising structures; letting date - late summer 1974, completion date - as established by Bridge Design.
    c. Paving; letting date - December 19, 1974, completion date - October, 1975.
2. → Two contracts
    a. Grading and shoulder rock production; letting date - April 25, 1974, completion date - October, 1974.
    b. Paving and raising structures; letting date - December 19, 1974, completion date - October, 1975.

Frank I suggest alt. #2 [redacted] EsH

3. Two contracts
    - a. Grading, excavating to meet structures not raised, and shoulder rock production; letting date - April 25, 1974, completion date - December, 1974.
    - b. Paving and raising structures; letting date - December 19, 1974, completion date - October, 1975.

X 4. Two complete contracts
    - a. Grade, pave, and structure Lebanon Road-Boston Mill Road; letting date April 25, 1974, completion date November, 1974.
    - b. Grade, pave, and structure Boston Mill Road-Halsey Interchange; letting date - April 25, 1974, completion date - November, 1974.

X 5. Two complete contracts as in number 4, but let a year apart.
    - a. Grade, pave, and structure Lebanon Road-Boston Mill Road; letting date - April 25, 1974, completion date - November, 1974.
    - b. Grade, pave, and structure Boston Mill Road-Halsey Interchange; letting date - March, 1975, completion date - November, 1975.

Alternate number 4 has conflicts arising from two contractors using the same borrow source at the same time.

Alternate number 5 requires additional work in the restoration of the borrow source. An increase of ten percent has been made to Alternate 5b to take care of increase in prices of 1975 over 1974.

It is my recommendation that the second alternate be adopted.

Attached is a summary of the major quantities and an estimate of each of the alternates.

FET:we
Attachments
cc: G. W. Wimer
Lyle K. Watson — Copy

1 Varstoeg J
A. Olson
2 Torpin T
P. Olson
Hoss A

ROAD
DESIGN
SECTION

Other

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Lebanon Rd Intchge - Halsey Intchge

Major Quantities 2-6-74

			Agg. Stk. Mat'l				
Alternate	Emb.	Topsoil	In Stockpile	Haul & Place	A.C.	Str. Cost	Estimate
1a	179,000	97,000	292,000				$2,375,000
1b				21,400	13,300	$839,000	1,282,000
1c				270,600	211,700		5,027,000
							$8,684,000
2a	179,000	97,000	292,000				$2,375,000
2b				292,000	225,000	839,000	6,309,000
							$8,684,000
3a	179,000	97,000	292,000	4,300	14,300		$2,523,000
3b				[illegible]	210,700	[illegible]	6,161,000
							$8,684,000
4a	47,400	40,600		159,000	109,400	133,000	$3,845,000
4b	131,600	56,400		134,000	115,600	705,000	4,701,000
							$8,546,000
5a	47,400	40,600		159,000	109,400	133,000	$3,845,000
5b	131,600	56,400		134,000	115,600	705,000	5,171,000
							$9,016,000

Form E-48

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Lebanon Rd Intchge - Halsey Intchg

Major Quantities 2-6-74

Agg. Subb. Mat'l

Alternate	Emb.	Topsoil	In Stockpile	Haul & Place	A. C.	Str. Cost	Estimate
1a	179,000	97,000	292,000				$2,375,000
1b				21,400	13,300	$634,000	1,282,000
1c				270,600	211,700		5,027,000
							$8,684,000
2a	179,000	97,000	292,000				$2,375,000
2b				292,000	225,000	634,000	6,309,000
							$8,684,000
3a	179,000	97,000	292,000	4,300	[illegible]		$2,523,000
3b				[illegible]	210,700	[illegible]	6,161,000
							$8,684,000
4a	47,400	40,600		159,000	109,400	133,000	$3,645,000
4b	131,600	56,400		134,000	115,300	[illegible]	4,701,000
							$8,546,000
5a	47,400	40,600		[illegible]	109,400	133,000	$3,845,000
5b	131,600	56,400		134,000	115,300	705,000	5,171,000
							$9,016,000

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Lebanon Rd Intchge - Halsey Intchge

Major Quantities

2-6-74

Alternate	Emb.	Topsoil	Agg. Stkpl. Mat'l In Stockpile	Haul & Place	A.C.	Str. Cost	Estimate
1a	179,000	97,000	292,000				
1b							$2,375,000
1c				21,400	13,300	$839,000	1,282,000
				220,600	211,700		5,027,000
							$8,684,000
2a	179,000	97,000	292,000				
2b							
				292,000	225,000	835,000	$2,375,000
							6,309,000
3a	179,000	97,000	292,000				$8,684,000
3b				4,300	14,500		$2,523,000
				[illegible]	210,700	[illegible]	6,161,000
4a	47,400	40,600					$8,684,000
4b	131,600	56,400		159,000	109,400	133,000	$3,845,000
				134,000	115,000	705,000	4,701,000
5a	47,400	40,600					$8,546,000
5b	131,600	56,400		159,000	109,400	133,000	$3,845,000
				134,000	115,000	705,000	5,171,000
							$9,016,000

Form E-49

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET .... OF .... SHEETS

Lebanon Rd Intchge - Halsey Intchge

Major Quantities 2-6-74

Ava. Stkpile Mat'l

Alternate	Emb	Topsoil	In Stockpile	Haul & Place	A. C.	Str. Cost	Estimate
1a	179,000	97,000	292,000				$2,375,000
1b				21,400	13,300	$839,000	1,282,000
1c				270,600	211,700		5,027,000
							$8,684,000
2a	179,000	97,000	292,000				$2,375,000
2b				292,000	225,100	835,000	6,309,000
							$8,684,000
3a	179,000	97,000	292,000	4,300	[illegible]		$2,523,000
3b				[illegible]	210,700	[illegible]	6,161,000
							$8,684,000
4a	47,400	40,600		158,000	169,400	133,000	$3,845,000
4b	131,600	56,400		134,000	115,000	725,000	4,701,000
							$8,546,000
5a	47,400	40,600		[illegible]	[illegible]	133,000	$3,845,000
5b	[illegible]	56,400		134,000	115,000	725,000	5,171,000
							$9,016,000

Form E-4

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Lebanon Rd Intchge - Halsey Intchge

Major Quantities 2-6-74

lternate	Emb	Topsoil	Agg. Stklr Mat'l In Stockpile	Haul & Place	A.C.	Str. Cost	Estimate
1a	179,000	97,000	292,000				$2,375,000
1b				21,400	13,300	$835,000	1,282,000
1c				270,600	211,700		5,027,000
							$8,684,000
2a	179,000	97,000	292,000				$2,375,000
2b				292,000	225,000	635,000	6,309,000
							$8,684,000
3a	179,000	97,000	292,000	4,300	14,300		$2,523,000
3b				[illegible]	210,700	[illegible]	6,161,000
							$8,684,000
4a	47,400	40,600		159,000	109,400	133,000	$3,845,000
4b	131,600	56,400		134,000	115,600	705,000	4,701,000
							$8,546,000
5a	47,400	40,600		159,000	109,400	133,000	$3,845,000
5b	131,600	56,400		134,000	115,600	705,000	5,171,000
							$9,016,000

Form FHWA 121 (Rev. 5-73)

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: January 11, 1974

In reply refer to: 10-41-B2

SUBJECT: Oregon Project I-5-4(-)
Lebanon Road-Halsey Interchange
Pacific Highway - Linn County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. Victor D. Wolfe, Location Engineer

NOTED
E. S. HUNTE

Reference your letter of December 20, 1973, approval is hereby granted to include the one inch open graded plant mix seal on the subject project in accordance with FHWA Notice HNG-23 dated May 28, 1973.

for G. K. Hossner
G. L. Green

NOTED
A. E. JOHNSO

RECEIVED
ENGR
1 4 '74
REFER TO
Act File

1-14-74
Copy to Wolfe

RECEIVED
JAN 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 20, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Lebanon Road-Halsey Interchange
Pacific Highway (FAR 81), Linn County
FHWA File: 10-35-DB

A one-inch open graded plant mix seal is requested for the subject section under provisions of Federal Highway Administration Notice HNG-23 dated May 28, 1973. This request is in addition to the six-inch asphaltic concrete overlay depth approved in your letter of December 8, 1972.

Very truly yours,

Victor D. Wolfe
Location Engineer

CJG:af jp
cc: E.S. Hunter

RECEIVED
DEC 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
NOV 29 1973
RE RCE RME
OLE GEO TA

November 29, 1973

NOTED
H. S. COULTER

Mr. R. L. Pfeifer
Pfeifer and Associates Corporated
1845 S.E. Exeter Drive
Portland, Oregon 97202

Dear Mr. Pfeifer:

The section of Pacific Interstate Highway you wrote about November 21, is apparently the Lebanon Road-Halsey Interchange section. There were three contracts in the original construction. Two were grading. You were apparently interested in the surfacing. It was all done by Warren Northwest under contract 5388 dated December 11, 1958.

This section of Highway, as well as many other sections, of the Pacific Interstate Highway, has shown early fatique. This is primarily due to heavy traffic, poor soil, and old base design techniques.

The need for improvement is recognized by the Oregon State Highway Division and the Federal Highway Administration. Fortunately, there are interstate funds available for an overlay. Contracting is tentatively scheduled for early next summer with completion likely by the end of 1975. That improvement will be very similar to that recently completed southerly of Halsey. In the interim, we are aware that patching necessitated by the pavement weakness distorts, and to a degree restricts, rain-water runoff from the pavement surface. Representatives of this office as well as the District Office at Corvallis are frequently over this section. We have not noticed any undue ponding. Should there be any, immediate corrective steps would be undertaken.

Thank you for reminding us of this problem. Fortunately permanent correction is to be undertaken in the near future.

Yours very truly,

ORIGINAL SIGNED BY GERALD W...

Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

GWW/elk
cc: H. S. Coulter
D. H. Moehring
Howard Johnson

Dixie

LEXINGTON, NORTH CAROLINA

REFERRED TO
Hwy. Engr
BY ADMINISTRATIVE SERVICES

November 21, 1973

Oregon State Highway Commission
State Highway Office Building
Salem, Oregon
Attn: Road Department

Dear Sirs:

Having driven state highways for numerous years, I am surprised and disappointed at the condition of I-5 for approximately a 10-mile stretch north of the Sweethome exit. Lack of proper drainage on the south bound section of this highway results, in my opinion, hazardous driving.

Please advise name of contractor and approximate age of this section of highway.

Yours Truly,

R. L. Pfeifer

R. L. Pfeifer

rlp:clm

RECEIVED
STATE HWY ENGR
NOV 23 '73
REFER TO
Cowdin
Info Files [illegible]

cy [illegible]

RECEIVED
NOV 26 1973
Office of
Assistant State Highway Engineer

RECEIVED
NOV 23 1973
HIGHWAY
ADMINISTRATIVE SERVICES

11-26-73
orig to Friedrichsen
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cy HSC

DEC [illegible] 1972

FOR FI

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: December 8, 1972

In reply refer to: 10-35-DB

J. K. H

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-4(-)204
Lebanon Road-Halsey Interchange
Pacific Highway (FAR 81)
Linn County
Pavement Overlay

A 6-inch asphaltic concrete overlay is approved for Interstate financing on the subject project. In addition a material allowance equal to 1/2 inch of AC is also approved.

Enclosed are copies of our review analysis and Regional office comments. These may be useful to you in analyzing future Interstate pavement overlay proposals.

Enclosure
Region 12-5-72 memo
Overlay Analysis

RECEIVED
STATE HWY ENGR
[illegible] '72

12-13-72
REFERRED TO
Ed
DEPUTY STATE HIGHWAY

F. S. HUNT

cc Young
Wall
Boyd
Wolfe

RECEIVED
DEC 13 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

B3

DATE: December 5, 1972

In reply refer to: 10-00.331

TO : Mr. G. L. Green
10-35.DB Division Engineer
Salem, Oregon

FROM : Hugh B. Henry, Chief
Design Division
Portland, Oregon HBH

SUBJECT: Oregon I-5-4(-)204, Lebanon Road-Halsey Interchange
Proposed Pavement Overlay

RENZ' MEMO

With your memorandum of November 13, 1972 you furnished a copy of the State's request for an overlay of the asphalt concrete pavement on this project with FAI funding together with materials, test data, deflection data, and annual maintenance costs since this route segment was opened to traffic in 1960. Your memorandum includes your analysis of the proposed overlay based on the method described in G. M. Williams' March 19, 1969 memorandum to J. J. Crowley, Deputy Regional Administrator.

The State has requested a 7 in. overlay plus 1 in. for leveling following evaluation of the borrow, surfacing, and paving materials sources used in the original construction in light of current specification requirements. This method of determining flexible pavement overlay requirements on Interstate projects has received regional and Washington office concurrence. Our review indicates that the information furnished supports a 7 in. overlay determined by this method. The State has further supported its request with overlay calculations based on deflection measurements and a 1966 pavement structure condition survey.

Your analysis of overlay depth needed to obtain a pavement structure adequate for the 20-year design period, based on G. M. Williams' March 19, 1969 memorandum, indicates a 5 in. overlay requirement with which we agree. Consequently you have averaged the results of the two accepted methods and propose to approve a 6 in. overlay for FAI participation. We concur in this proposal.

The significant depth of overlay found necessary on this project is the result of a determination that pavement service ability reached 2.5 in 1962, two years after the project was opened to traffic. The State and your office have made this determination based on maintenance costs and visual observations by State and FHWA personnel. The marginal quality of the original surfacing and paving aggregates according to current specification requirements and the pavement condition survey and the apparent poor quality of the selected borrow material provide support for poor service ability characteristics early in the pavement service life. We also note that the

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 907-614

original pavement design based on a low "R" value for the selected borrow and current specifications would have provided a 24 in. crushed base equivalent whereas the present design indicates a 37.5 in. crushed base equivalent is needed to provide for the 20-year period after original project authorization. In view of the very early deterioration of this pavement structure, project files should be well documented in regard to the visual observations and pavement structure maintenance costs which were utilized to establish the date when the 2.5 serviceability level was reached.

The proposed additional ½ in. of AC for leveling course is in accordance with established policies.

OVERLAY ANALYSIS

Lebanon Road - Halsey Interchange
Interstate 5

Analysis based on method described in G. M. Williams' March 19, 1969 memorandum to J. J. Crowley, Fort Worth, Texas.

Data:

1958 Authorization date
1958-1978 - 20-year design period
1962 - Year pavement reached $P_t = 2.5$ (Determined from maintenance records contained in the State's submission and from visual observations by State and FHWA personnel.)
Truck traffic and axle distribution taken from State's submission
Soil Support Value = 3.3 (based on R = 8)
Regional Factor = 1.0

Analysis:

Loading for period from opening in 1960 to 1962 at which time the pavement reached a serviceability index = 2.5. (Traffic Analysis attached)

Total 18K loads = 570,080
From AASHO Chart 400-2 $P_t = 2.5$
SN supplied 1960 to 1962 = 3.4
SN required for 20-year design period (1958-1978)
Total 18K loads = 7,283,280 (Traffic Analysis attached)
From AASHO Chart 400-1, A = 2.0
SN required = 4.8

SN required (1958-1978) = 4.8
SN supplied (1960-1962) = 3.4
SN to be added = 1.4

$$\text{AC Overlay Required} = \frac{1.4}{0.28} \text{ (Coeff. for AC)} = 5''$$

Summary:

AC Overlay required using various analysis methods:

G. M. Williams' March 19, 1969 memorandum	5"
State's under-design (Recommended method by J. R. Hewitt, FHWA)	7"
Deflection measurements	6.5"
Condition Survey	7.5"

Recommendation:

I recommend that a 6" AC Overlay be approved for Interstate funding. This recommendation is based on the average between the two FHWA sanctioned methods, G. M. Williams' March 19, 1969 memorandum, and the under-design analysis.

In addition, in accordance with Washington office policy, 1/2 inch of AC should be approved for leveling with Interstate funds.

Analysis by:

L. P. Renz

L. P. Renz, Area Engineer

20 yr - 1958 thru 1978

TRAFFIC ANALYSIS

SECTION: I-5-4(-) Lebanon Road - Halsey Interchange
HIGHWAY: I-5
COUNTY: LINN

5750 Present ADT (1958)
18% Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	125	2.5	313	219	38.25	8,376
3	145		363	254	81.76	20,767
4	45		113	79	105.30	8318
5	720		1800	1260	257.76	324,777
6	5		13	9	213.96	1,926
				1,821 TOTAL		

TOTAL AVERAGE ANNUAL 18 kip s.a. 364,164

TWENTY YEAR 18 kip s.a. 7,283,280

2 yr. - 1960 thru 1962

TRAFFIC ANALYSIS

SECTION: I-5 4(-) Lebanon Road - Halsey Interchg

HIGHWAY: I-5

COUNTY: LINN

5750 Present ADT (1958)

19% Percent Trucks

AXLES	([illegible]) TWO WAY TRUCK ADT 1960	(Interpolated) Two Way ~~EXPANSION FACTOR~~ Truck ADT 1962	~~TOTAL TADT~~	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	156	187	—	172	38.25	6,580
3	181	217	—	199	81.76	16,260
4	56	67	—	61	105.30	6,420
5	900	1080	—	990	257.76	254,500
6	6	7	—	6	213.96	1,280
				1428	TOTAL	

TOTAL AVERAGE ANNUAL 18 kip s.a. 285,040

2 year ~~TWENTY YEAR~~ 18 kip s.a. 570,080

RECEIVED
JUN 30 1971

FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: June 24, 1971

In reply refer to: 08-35-DB

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-4(-)
Lebanon Road-Halsey Interchange
Interstate 5

Your June 18 letter requested approval of a 7-inch asphaltic concrete overlay with a 1-inch allowance for leveling on the above project. The 7-inch overlay is approved for Interstate estimate purposes only. The leveling is not considered eligible and is not approved.

We are forwarding your request to our Regional office for review prior to a final determination of the overlay depth for design purposes.

6-30-71

REFERRED TO
Young

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8013 Shaniko Rock Production Proj. 1974
southeasterly from The Dalles
on the Sherman Hwy.

8013 1-31-75

v. 11-71)

Engr. [illegible] H. Williams
Res. Engr. J. S. Sawyer

FINAL ESTIMATE RELEASE

State Of Oregon Highway Division

Contract 8013
Prefix 33-8319
County Wasco

Job Shaniko Rock Production
Highway Sherman
Contractor E.D. Blumer Crushing Co., Inc.
FAP State

Type of Work Rock Production
Awarded 4-29-74

		Time Extension	Approved
Specified Completion	Ju 31, 1974	20 Days	11-12-74
Work Completed	Sept. 27, 1974		
*Stop Work Time	7.5 Days		
Penalty Days	30.5 Days		

*Applicable to Specified Completion Date contracts only.

EXPENDITURE AUTHORIZATIONS		EXPENDITURES TO DATE		EXPENDITURES TO COMPLETE	
Contract Amount	106,490.00	Paid Contractor	95,507.65		
Anticipated Items	300.00	Final Estimate	7,026.72		
Subsequent Authorizations		Total	102,534.37		
Contingency Allowance	4,805.55	Add for Deductions	3,050.00		
Contract Cost	111,595.55	Contract Cost	105,584.37		
Engineering	9,611.10	Engineering	10,507.21	Engineering	0
State Force	0	State Force	0	State Force	0
Total	121,206.65	Total	116,091.58	Total	0
		(a) Deductions	3,050.00		
		(b) Credits	0		
Total Original Authorization	121,206.65	Expended to Date	113,041.58	Anticipated Final Cost	113,041.58

Deduction Items: Liquidated Damages: 30 1/2 days @ $100/Day - 3,050.00

PRICE AGREEMENTS, EXTRA WORK AND STATE FORCE ITEMS

Order No.	Date	Description of Work	Authorized	Est. Final Cost
		ANTICIPATED ITEMS		
		Clear & Level Stockpile Site (300)		
		CONTINGENCY ITEMS		
PA 1	9-16-74	Doc. Dele. BI 5 Change in Specs.	4,480.00	4,480.00
PA 2	10-04-74	Purchase rejected #10-0 Material	261.09	261.09
			1-31	

Date Amou
702

Specified Completion
Work Completed Sept. 27, 1974
*Stop Work Time 7.5 Days
Penalty Days 30.5 Days
*Applicable to Specified Completion Date contracts only.

EXPENDITURE AUTHORIZATIONS		EXPENDITURES TO DATE		EXPENDITURES TO COMPLETE	
Contract Amount	106,490.00	Paid Contractor	95,507.65		
Anticipated Items	300.00	Final Estimate	7,026.72		
Subsequent Authorizations		Total	102,534.37		
Contingency Allowance	4,805.55	Add for Deductions	3,050.00		
Contract Cost	111,595.55	Contract Cost	105,584.37		
Engineering	9,611.10	Engineering	10,507.21	Engineering	0
State Force	0	State Force	0	State Force	0
Total	121,206.65	Total	116,091.58	Total	0
		(a) Deductions	3,050.00		
		(b) Credits	0		
Total Original Authorization	121,206.65	Expended to Date	113,041.58	Anticipated Final Cost	113,041.58

Deduction Items: Liquidated Damages: 30 1/2 days @ $100/Day - 3,050.00

PRICE AGREEMENTS, EXTRA WORK AND STATE FORCE ITEMS

Order No.	Date	Description of Work	Authorized	Est. Final Cost
		ANTICIPATED ITEMS		
		Clear & Level Stockpile Site (300)		
		CONTINGENCY ITEMS		
PA 1	9-16-74	Doc. Dele. BI 5 Change in Specs.	4,480.00	4,480.00
PA 2	10-04-74	Purchase rejected #10-0 Material	261.09	261.09
			1-31	

Books Checked 1-27-75
Accepted by Commission 11-26-74

	Date		Amount
Final Voucher Mailed	12-3-74	Paid	7026.7
Interest Started	11-23-74	Paid	42.16
Securities Posted	0	Total	7068.

Approved Construction Engineer Date 1-30 19 75

Approved Deputy or Assistant State Highway Engineer Date Jan 31 19 75

8013

December 5, 1974

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th
Portland, OR 97205

Gentlemen:

Contract No. 8013 awarded to E. D. Blumer Crushing Company, Inc., for the Shaniko Rock Production Project on the Sherman Highway in Wasco County was completed on September 27, 1974, and accepted by the Administrator and State Highway Engineer on November 26, 1974.

Final payment in the amount of $7,026.72 will be released to the contractor after December 10, 1974. The total contract amount is $102,534.37 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc E. D. Blumer Crushing Company, Inc.
220 East 45th Ave.
Kennewick, Washington 99336

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8013

November 12, 1974

E. D. Blumer Crushing Company, Inc.
220 E. 45th Avenue
Kennewick, WA 99336

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8013 for work on the Shaniko Rock Production project on the Sherman Highway in Wasco County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 20 days is granted because of change to 3/8-10, late time after crushing was completed and excessive delay on repairs.

This would leave 30.5 days liquidated damages in effect.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
V. L. Gallagher
Carl Williams

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 8, 1974

FILE: CON 5 #8013

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Shaniko Rock Production
Contract No. 8013
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

E. D. Blumer Crushing Company, Inc. requests a complete time extension because of parts shortages, change from 3/8-0 to 3/8-10 and alleged heavy traffic.

This project was bid April 25 (7 bidders) with a specified completion date of July 31, 1974. The project was actually completed September 27 with 50.5 days liquidated damages at $100 per day (after allowing for 7-1/2 days ordered stop work time over two holidays).

The Resident Engineer recommends a complete extension, by recognizing the parts shortage as valid for 30 days. Region recommends only 14-1/2 days and actually 7-1/2 of that is already not counted for the shut down orders.

I find the actual quantities produced are close to the contract quantities so there is no reason for extension there. Our engineering came out about on the authorization.

The 7 days recommended by field for difference in crushing the 3/8-10 could be recognized and I also recommend the last 7 days for shaping the stockpiles. Crushing was actually completed September 20, so there was no new pay work performed after that.

The parts shortage is questionable as far as being valid for extension. Shortage or inadequacy of equipment is specifically ruled out by the specs. Yet I can visualize some parts shortage situations that would be almost like a material shortage which is a valid reason for extension.

Because our engineering did not overrun and there has been no obvious loss of public benefit, I favor granting 1/2 of the accumulated 8 days of breakdown that I can identify from the weekly reports. Expanded by 7/5ths this becomes 6 days.

RECEIVED
NOV 8 1974
Office of
Assistant State Highway Engineer

I therefor recommend a 20-day extension, leaving 30.5 days liquidated damages in effect. This is a State project.

Rough draft letter to the contractor on the above basis is attached.

JAB:fr

Att.

cc: V. L. Gallagher

E—320 (Rev.)—5M—6-60

RECEIVED
OCT 11 1974
J. S. SAWYER

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date OCTOBER 7, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .... days to .... days, within which to complete our Contract No. 8013, without the assessment of liquidated damages. The said contract is described as follows:

SHANIKO ROCK PRODUCTION

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

EXPLANATORY LETTER SENT.

Respectfully submitted,

E.D. BLUMER CRUSHING CO., INC.
Contractor

By

CONSENT OF SURETY

Date October 7, 1974

We, The Aetna Casualty and Surety Company

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact G.P. Dinneen

(SEAL)

Non- Resident Agent

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8013 Contractor E. D. Blumer Crushing Company, Inc.

Highway Sherman

Section Shaniko Rock Production

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

7 days	- last days counted after crushing completed
6 days	- for repair delays
7 days	- Offset for production of 3/8-#10 material in lieu of 3/8"-0.
20 days	- Total time recommended

Recommended for Approval:

Asst Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Asst State Highway Engineer

Contract No. 8013

Project designation State (State-Federal)

Date awarded April 29, 1974

Work started May 30, 1974

Per cent completed 100% 9-27-74 (Date)

No. of ~~Work~~days Allowed Specified Completion Date July 31, 1974 (93)

No. of ~~Work~~days Used 151

No. of Added Workdays Requested 51.5

State Printing 27020

E. D. BLUMER CRUSHING CO., INC.

Rock Crushing Our Specialty

[redacted]
KENNEWICK, WASHINGTON 99336

E. D. BLUMER CRUSHING CO., Inc.
220 EAST 45th AVENUE
KENNEWICK, WASHINGTON 99336

October 1, 1974

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Our firm respectfully requests an extension of fifty-one and a half workdays under Contract no. 8013 without the assessment of liquidated damages.

On April 29, 1974, our firm was awarded two Oregon State rock-producing contracts. In May, we moved to the first contract (no. 8006), and were immediately faced with the unavailability or shortage of replacement parts which normally we do not experience. Most of the time, we were forced to get parts made from scratch or suffer long waits for parts. This ran into extra costs and downtime.

An example would be: We experienced a motor failure and were unable to get it rebuilt for some time because of shortage of parts. We finally managed to locate and rent a loaner with inadequate power which restricted production.

Our firm attempted to run weekends to make up time, but soon gave it up because of abnormally heavy traffic. We attribute this to the travel to and from the World's Fair in Washington State.

As a result, we were late getting started on contract no. 8013. Again, we experienced parts replacement problems, and hauling was restricted because of the heavy traffic.

There was a change of quantities and specifications from 3/8-0 material to 3/8-10 which resulted in an increase in running time. Also, production was restricted because we rescreened all the material in the pit to keep it clean. This was not required to keep in Oregon State specifications, but was required to make a first class material.

Respectfully submitted
Katherine Blumer
Katherine Blumer, Secretary

RECEIVED
[illegible] 1974
J. S. SAWYER

8013

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 12, 1974

FILE: CON 5 #8013

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Shaniko Rock Production
Contract No. 8013

I have reviewed the file on the Condon Rock Production (Contract No. 8006) which E. D. Blumer Crushing Company performed just before the subject project.

Bids were opened April 25 (4 bidders) and the contract was promptly sent on May 3. The contract had a specified completion date of June 30. Crushing started June 4. Project complete July 16 with 12 days liquidated damages at $50 per day.

Quantities underran slightly; there were no added orders. Engineering overran about 25 percent. There was equipment downtown for repairs on 5 different days, amounting to about half that amount of actual stoppage. Repairs seem to have been made promptly. No obvious reason for time extension.

JAB:fr

RECEIVED
NOV 12 1974
Office of
Assistant State Highway Engineer

8013

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Shaniko Rock Production	WEEK ENDING: October 19, 1974
		SECTION PREFIX: 33-8319
NAME OF JOB: Shaniko Rock Production	HIGHWAY: Sherman	COUNTY: Wasco
CONTRACTOR: E. D. Blumer Crushing Co., Inc.	KIND OF WORK: Rock Production	
DATE OF CONTRACT: April 29, 1974	CONTRACT NUMBER: 8013	FEDERAL AID PROJECT NUMBER: State
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	DATE WORK STARTED: May 30, 1974	ESTIMATED COMPLETION DATE: September 27, 1974
	SPECIFIED WORK DAYS: n/a	WORK DAYS USED: n/a
	SPECIFIED CALENDAR DAYS: n/a	CALENDAR DAYS USED: n/a
PROJECT AUTHORIZATION: $ 121,206.05	SPECIFIED COMPLETION DATE: July 31, 1974	PERCENT OF TIME ELAPSED: 160
EXCLUSIVE OF ENGINEERING: $ 111,594.95	ENGINEERING AUTHORIZATION: $ 9,611.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 100,534.37	ENGINEERING COST TO DATE: $ 9,172.00 Cost this week 355.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91%
ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 9.9 %	PERCENT OF AUTHORIZATION: 95.4 %	DATE PROJECT WAS COMPLETED: September 27, 1974
W/Engineering: UNDERRUN 9.1%		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100%		

	~~XXXXX~~ 3/4"-1/2" Cu.Yds.	~~XXXXXXXX~~ 1/2"-1/4" Cu.Yds.	~~XXXXXXXX~~ 1/2"-0 Cu.Yds.	~~XXXXXXXXXX~~ 1/4"-#10 Cu.Yds.	~~XXXX~~ 3/8"-#10 Cu.Yds.
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,500 ✓	3,700 ✓	14,000 ✓	2,800 ✓	0 3/4-0 3000
TOTAL QUANTITIES CORRECTED TO DATE	1,569.83 ✓	4,008.38 ✓	14,218.61 ✓	2,763.92 ✓	3,051.16 ✓
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,569.83	4,008.38	14,218.61	2,763.92	3,051.16
AVERAGE DAILY QUANTITIES This week (0)	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
10-13-74 SUNDAY	Clear	0		Specified Completion Date of July 31, 1974.
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			K
THURSDAY	Clear			3
FRIDAY	Clear			
10-19-74 SATURDAY	Clear			

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

10-13-74 SUNDAY	
MONDAY	Project completed. No work.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
10-19-74 SATURDAY	

REMARKS

Contract has been completed. Third Notification, effective 10-4-74, has been submitted.

Semi-Final Estimate data was completed and submitted to Region office on Friday, October 18, 1974.

Contractor has submitted a request for extension of time and we are working on it and it will be forwarded to Region next week.

Unless instructed otherwise this will be the last weekly report submitted for this project.

SIGNED J. S. Sawyer, Res. Eng'r.

LOCATION P. O. Box 420,
The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8013

s

E. D. Blumer Crushing Company, Inc.
220 East 45th Avenue
Kennewick, WA 99336

May 1, 1974

Gentlemen:

Enclosed are three copies of Contract No. 8013 awarded to you on April 29, 1974, for the Shaniko Rock Production Project on the Sherman Highway in Wasco County in the amount of $106,490.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is July 31, 1974.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

Enclosures
bc: C. T. Keasey
Walt Hart
Vince Gallagher
Carl Williams
J. S. Sawyer

8013 -S

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 10, 1974

TO MEMO TO THE FILES

Original signed
C. G. Swenson

FROM C. G. Swenson
Specifications Engineer

SUBJECT Critical Materials and Fuel Required for the
Shaniko Rock Production Project

NOTED
E. S. HUNTER

The subject project will require the following estimated quantities of materials and fuels:

Material	Quantity	
Asphalt Cement	---	Tons
Portland Cement	---	Cwt.
Reinforcement	---	Lbs.
Structural Steel	---	Lbs.
Diesel	4,500	Gals.
Gasoline	500	Gals.
Explosives	20,000	Lbs.

CGS:fw

cc: E. S. Hunter
John A. Bond
J. H. Versteeg

RECEIVED
APR 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8014 Greenburg Road Interch. Sec. 1974
of the Beaverton-Tigard Hwy.
(Roadside improvement)

8014 13

November 28, 1975

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On November 20, 1975, we wrote to you concerning release of final payment on Contract No. 8014 awarded to Aichele Landscaping, Inc. for work on the Greenburg Road Interchange Section of the Beaverton-Tigard Highway in Washington County.

Final payment on this contract is $2,758.20 and the total contract amount is $55,164.01. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Aichele Landscaping, Inc.
11360 SE Stevens Road
Portland, OR 97266

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8014

43

FORM 81-7343030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

November 18, 1975

FILE:

RDChurch for

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8014, Work Completed November 7, 1974

Project Greenburg Rd. Interchange

Highway Beaverton-Tigard, County Washington

Type of Work Roadside Improvement

Contractor Aichele Landscaping, Inc.

Recommended Acceptance Date November 20, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:md

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
ESH
E. S. Hunt
Date 11-20-75

RECEIVED
STATE HWY ENGR
NOV 19 '75
REFER TO
FOR
Info Inves R/D D.R. Sign Att File

8014

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISI

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Greenburg Road Interchange

WEEK ENDING: 11/8/75

SECTION PREFIX: 134-0907

HIGHWAY: Beaverton-Tigard

COUNTY: Washington

NAME OF JOB: Greenburg Road Interchange

KIND OF WORK: Roadside Improvement

CONTRACTOR: Aichele Landscaping, Inc.

CONTRACT NUMBER: 8014

FEDERAL AID PROJECT NUMBER: ISS-628(3)

DATE OF CONTRACT: 5/3/74

DATE WORK STARTED: 6/11/74

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: 11/30/74

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 63,148.70

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 57,633.53

ENGINEERING AUTHORIZATION: $ 5,515.17

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: ~~X93~~ 88

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 58,063.13

ENGINEERING COST TO DATE: $ 5,425.00

DATE PROJECT WAS COMPLETED: 11/7/74

ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 3 %

PERCENT OF AUTHORIZATION: 98 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE Topsoil	OIL AND/OR PAVE. Trees	MAT'L. PROD. Shrubs	Vines	Bark Mulch
MILES IN PROJECT								
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)				270	104	2,200	40,000	260
TOTAL QUANTITIES CORRECTED TO DATE				538	104	2,407	40,010	220
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				538	104	2,407	40,010	220
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2	Partly cloudy			
MONDAY 3	Fair			
TUESDAY 4	"			
WEDNESDAY 5	Overcast			
THURSDAY 6	Rain			
FRIDAY 7	"			
SATURDAY 8	"			BEN GIFFORD

RECEIVED
NOV 10 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity; in establishment period.

Third notification and post semi-final have been sent. This is the LAST report on this project!

CC: Construction
FHWA
Roy Olson
Region
File

SIGNED J.M. Cockell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Form [illegible]

1P

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

[illegible] Contingent upon [illegible] agreement if [illegible] required

By [illegible]

12-2-74

FEDERAL H[illegible]

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name: Greenburg Road Interchange

Date: Nov. 14, 1974

Highway: Beaverton-Tigard

Contract No. 8014

F. A. Project No. LSS-628(3)

County: Washington

Prefix: 134-0907

Account No. 279-01

Description of Work To Be Done:

Construct Asphaltic concrete drainage curb along the outside edges of interchange ramps to control water runoff and prevent further slope erosion.

Location by Station Numbers:

Interchange Ramps

Estimate of Quantities and Costs:

Material	$1,000.00
Labor	1,000.00
Equipment	1,000.00
	$3,000.00

Explanation:

The construction of this curb is necessary in order to prevent further slope erosion caused by water runoff on the interchange ramps.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 63,148.70
Present estimate of project cost, including $ 3,000.00 for work under this order	$ 65,860.87
Expected XXXXXX over-run (amount)	$ 2,712.17
Expected XXXXXX over-run (per cent)	4%

Space to right of this line is for use of Salem Office

Submitted by: J. W. [illegible]
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended: [illegible]
Division Engineer

Approved: [illegible]
~~Deputy State Highway Engineer~~
Assistant [illegible]

8014

STATE COPY

8

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-98

PROJECT REPORT NO. 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

May 16, 1974

STATE OREGON

COUNTY Washington

PROJECT NO. LSS-628(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St.Rd. 1.93 miles south of Beaverton

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER (Specify)	4-3-74	0.0

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 63,148.70	$ 63,148.70

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
for G. L. Green (Division Engineer)

Date executed by Division Engineer May 16, 1974

Form PR-2 (Rev. 9-73)

(more)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Provision 12 is hereby deleted and the following substituted therefor: "The Oregon State Highway Division is responsible for maintaining the work performed or the condition achieved on (the highway right-of-way)(the strips of land acquired) in accordance with the objectives of the Highway Beautification Act of 1965."

Oregon State Highway Division

Federal-aid Project
No. LSS-628(3)

GREENBURG ROAD INTERCHANGE SECTION

BEAVERTON-TIGARD HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, May 13, 1974

Project Agreement Estimate.

Type Code Y003
Landscaping (Sta. 350+00 to Sta. 365+65)

Temporary Protection and Direction of Traffic	All	Required		$ 5,000.00
Temporary Signs	100	sq.ft.	8.00	800.00
Flagmen	22	hour	9.85	216.70
Furnishing and Placing Topsoil	270	cu.yd.	5.10	1,377.00
Furnishing and Planting Trees	104	only	22.00	2,288.00
Furnishing and Planting Shrubs	2,200	only	4.85	10,670.00
Furnishing and Planting Vines	40,000	only	0.48	19,200.00
Bark Mulch	260	unit	60.00	15,600.00
	Subtotal			$55,151.70
	Engineering			7,997.00
	Total			$63,148.70

Length of Project - - - 0.0 miles

Federal Funds - $63,148.70

Group 1 - 100%

Contract No. 8014

Prefix: 134-0907

8014

S

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
Walt Hart
Vince Gallagher
Roy Olson

Ed Hardt
J. W. Cochell
William Geibel(SAIF)

May 3, 1974

Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, OR 97266

Gentlemen:

The Oregon Transportation Commission on April 29, 1974, accepted your proposal for work on the Greenburg Road Interchange Section of the Beaverton-Tigard Highway in Washington County in the amount of $55,151.70 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8014.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is November 30, 1974.

Very truly yours,

C. W. Head
Commission Services

js
Enclosures

8014

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 10, 1974

TO MEMO TO THE FILES

Original signed
C. G. Swenson

FROM

C. G. Swenson
Specifications Engineer

SUBJECT Critical Materials and Fuel Required for the
Greenburg Road Interchange
Roadside Improvement Project

NOTED
E. S. HUNTER

The subject project will require the following estimated quantities of materials and fuels:

Material	Quantity	
Asphalt Cement	---	Tons
Portland Cement	---	Cwt.
Reinforcement	---	Lbs.
Structural Steel	---	Lbs.
Diesel	4,500	Gals.
Gasoline	500	Gals.
Explosives	---	Lbs.

CGS:fw

cc: E. S. Hunter
John A. Bond
J. H. Versteeg

RECEIVED
APR 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8014 4-3-74

U. S. DEPARTMENT OF

LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible]S-628(3)

STATE PROJECT NO.
GREENBURG ROAD INTERCHANGE

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: LSS-53

COUNTY NAME: WASHINGTON

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
HWY ENG.
5 '74
REFER TO
FOR

DATE PS&E APPROVED APRIL 3, 1974	DATE AUTHORIZATION EFFECTIVE APRIL 3, 1974	FEDERAL ROUTE NUMBER SECONDARY ROUTE 628 STATE ROUTE NUMBER SECONDARY ROUTE 144

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S APRIL 1, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

4-5-74
orginal & title sheet
to L. W. Rulien

RECEIVED
APR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENG.

DATE 4-3-74	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

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8014

4-3-74

TRANSACTION NUMBER 4-3 AND 4-4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-3-74

BY (Signature): L. W. RULIEN'S LETTER OF 3-18-74

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS LANDSCAPE AND SCENIC ENHANCEMENT

STAGE 1*: ITEM NOS. ______ THRU ______

STAGE 2: ITEM NOS. 53 THRU 54

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
53	LSS 628(3)	0.0	56,303.09	56,303.09	GREENBURG ROAD INTERCHANGE WASHINGTON COUNTY STATE OF OREGON	LANDSCAPING
54	LSF-4(1)	0.0	107,807.48	107,807.48	KLAMATH FALLS SECTION (FIRST ST.-ESPLANADE ST.) KLAMATH COUNTY STATE OF OREGON	LANDSCAPING

REMARKS (Division)

5 '74

REFER TO

Orig- Hern[illegible]

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
4-3-74	G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

8014

March 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Request for Program, P.S. & E. and Advertising Approval for Beautification Projects LSS-628(3) and LSF-4(1)

We are submitting, in accordance with PPM 90-3, program and P.S. & E. documents for two landscaping and scenic enhancement projects, Item Nos. 53 and 54 for your simultaneous approval and authorization to advertise for bids.

The project numbers and section names are:

a. Project No. LSS-628(3) "Greenburg Road Interchange Section" (Beaverton-Tigard Highway)

b. Project No. LSF-4(1) "Klamath Falls Section (First Street-Esplanade Street)"

Our present intention is to advertise for bids to be received April 25, 1974.

The projects are exempt from State and District 2 Clearinghouse reviews by working agreements dated April 28, 1970 and October 16, 1970. District 11 does not have a functioning clearinghouse at this time, and the Highway Division has been informed by the State Executive Department that there would be no reviews by the District prior to the District becoming operational.

Public hearing is not required under provisions of paragraph 6c of PPM 20-8.

Design approval for Project LSS-628(3) was considered given as an incidental part of the overall design concept of the highway facility for which design approval was given by FHWA for Projects SU-466(6) and SU-466(7).

Design approval for Project LSF-4(1) was granted by FHWA memorandum of March 20, 1973.

A negative environmental declaration for each project was concurred in by FHWA as indicated on the PR-1 forms.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-68 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe, and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status reports previously submitted. All right-of-way has been acquired in accordance with the current FHWA directives covering the acquisition of real property (5g of PPM 21-12).

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying tne State's contractor's operations. This statement is supported by previously submitted utility-railroad status reports.

DAR:dg

Budget Bure

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

3-14-74

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) St. Rd. 1.93 mi. S. of Beaverton 21 65	ADT	PRESENT 24,000	FUTURE 50,000 (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Landscaping 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NU PREFIX LETTER (S) LSS- 14 25

CARD 4	CLASS OF FEDERAL FUNDS Landscape and Scenic Enhancement	COUNTY NAME Washington		
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. S	FEDERAL-AID 628 (32)	STATE 144 (36)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTH
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		St. Rd. 1.93 miles South of Beaverton					
5					**ROW**							
5					**CONST** (CODE) Y003		"Greenburg Road Interchange Section"	0.0	56,303.09	56,303.09		

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	56,303.09	56,303.09
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

REMARKS

Additional Data: Ite
SU-466(6) and SU-466(
Data for PR-37B: on
N.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

3-14-74

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces) St. Rd. 1.93 mi. S. of Beaverton (20) 21 65	ADT	PRESENT 24,000	FUTURE 50,000 (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 669 (4) (9)	ITEM NO. 53 (14) (18)

OPOSED WORK (35 typewriter dscaping 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) LSS- 14 23	NUMBER 628 (3) 7 13

SEQ. NO. (24) (26) | I. Projects Only POST MI. DESIG. 27

FUNDS: Landscape and Scenic Enhancement

COUNTY NAME: Washington CODE 067 (14) (16)

EA: Portland

ROUTE NO. S FEDERAL-AID 628 (32) STATE 144 (36) (37) U.S. - (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
43 46	53		(54) (58)	(59) (66)	(67) (76)			
PE		St. Rd. 1.93 miles South of Beaverton						Landscaping consisting of furnishing & planting trees, shrubs and vines, fertilizing and mulching.
ROW								
CONST (CODE) Y003		"Greenburg Road Interchange Section"	0.0	56,303.09	56,303.09			ROW - 200' min. Access Control - partial. Parking Restrictions: complete.
RED BY		PROJECT TOTALS	0.0	56,303.09 (16) (23)	56,303.09 (24) (33)			

APPROVAL DATES

REMARKS

Additional Data: Items 952 and 962, Project Nos. SU-466(6) and SU-466(7).
Data for PR-37B: on R/W-1, ROW-F, Sanitary Facility - N.

-over-

USCOMM DUSCOMM-DC 48005-P61

GREENBURG ROAD INTERCHANGE SECTION

PROJECT LSS-628(3)

Remarks - continued

Project Data: The work under this project consists of furnishing and planting trees, shrubs and vines, furnish and place fertilizer and mulch.

Clearinghouse Requirements: The project is exempt from State Clearinghouse and District 2 Clearinghouse reviews under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

This project is a stage of construction of the ultimate highway facility for this section. The grading, paving and structures have been completed under Projects SU-466(7) and SU-466(6).

This landscaping is considered an incidental part of the overall design for which approval was granted for Projects SU-466(7) and SU-466(6) when FHWA approved the program and authorized the State on October 19, 1966, May 29, 1967 and April 25, 1966 to proceed with said projects.

PPM 90-1 Environmental Requirements: Negative Environmental Declaration approved by FHWA on January 7, 1974 for this Highway Section.

NOTE: This project is in Congressional District No. 1.

8014

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March 7, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Beautification Projects

Highway Beautification funds amounting to $186,000 are available under 319b of Title 23, U.S. Code funds. The following projects are proposed:

1. Greenburg Road Interchange Section
   Beaverton-Tigard Highway, Washington County

   The project includes planting of trees, shrubs and vines, and fertilizing and mulching.

   Estimated Cost - $56,000

   Scheduled for April 25 letting

2. Klamath Falls Section
   Klamath Falls-Malin Highway, Klamath County
   Mile Point X6.40 to Mile Point X5.35

   The project includes furnishing and placing embankment materials and topsoil, furnishing and planting shrubs, installing an irrigation system, and performing incidental work as called for in the specifications and plans.

   Estimated Cost - $76,000

   Scheduled for April 25 letting

3. Walker Road Interchange Section
Beaverton-Tigard Highway, Washington County

The project includes furnishing and placing topsoil; furnishing and planting trees, shrubs, and vines; and fertilizing and mulching.

Estimated Cost - $54,000

Scheduled for June 20 letting

I recommend approval of the projects. Funds for highway beautification are available for programming with no State match monies required.

This matter will be on the agenda for the March 27 meeting.

bc: C. W. Mead
G. M. Baldwin
A. E. Johnson
E. S. Hunter
H. S. Coulter
L. W. Rulien
V. E. Skoog
Gary Sund
R. E. Whipps

REO:vmt cm

8014

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 25, 1974

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

SUBJECT LSS Funds

There is $186,000 of LSS Funds available. These have to be used before June, 1974. We are proposing the following projects for your approval.

Greenburg Road	$56,000	May
Klamath Falls Section	76,000	April
Walker Road	54,000	June

Attached is additional support for the three suggested roadside improvement projects.

JHV:jh

2-26-74
OK
ESH

Hal

cc Young

2-27-74
orginal to
Hal Versteeg

RECEIVED
FEB 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form E-40

OREGON STATE HIGHWAY
DIVISION

TABULATION SHE

SHEET .... OF .... SHEET

Roadside Improvement

PROPOSED PROJECTS			LETTING DATE
Greenburg Road	$56,000	May	LSS Funds
Kalamth Falls Section	76,000	April	LSS Funds
Walker Road	54,000	June	LSS Funds
Boring Road	62,000	June	F.A.P.Funds
(Later)			
Pacific Highway-Park Street (Ashland)	74,000		
N.W. 185th Avenue Interchange	63,484		
Beaverton Interchange Section	143,000		

801.1

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1973

SUBJECT: Greenburg Road Interchange
Beaverton-Tigard Highway
Change in estimated cost

To: E. S. Hunter
Asst. State Highway Engineer
132 State Highway Building

A review of Greenburg Road Interchange has been made, and it is determined that by proper selection of plant materials the irrigation system can be eliminated.

Estimated cost is $85,000 instead of $145,000.

Roy E Olson

Roy E. Olson
Landscape Engineer

vmt

Versteeg 12-17-73
Deletion of irrigation
approved

NOTED
E. S. HUNTER

12-18-73
original to Versteeg

RECEIVED
DEC 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8014

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 20, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

R L Schroeder

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Negative Declaration
Roadside Improvement Project

This negative declaration is to accompany our request for Federal Aid approval of the subject roadside improvement project.

LOCATION AND DESCRIPTION OF PROJECT

Greenburg Road Interchange
Beaverton-Tigard Highway

Boring Road Interchange
Mt. Hood Highway

The project is typical of the Oregon State Highway Division's program of roadside planting of trees, shrubs, and vines, installation of irrigation systems, and seeding and mulching. Soil preparation and grading of the affected portions of the highway right-of-way will thus be accomplished.

PURPOSE OF PROJECT The overall purpose of roadside improvement projects is to improve the visual profile of the highway, the roadside, and the neighboring community. There are other specific purposes of landscape plantings: plantings control erosion, screen headlights from opposing traffic, and provide vegetation buffers for residents close to the highways.

DISCUSSION OF ENVIRONMENTAL IMPACTS The subject landscape projects will lie within the existing highway right-of-way, so other land uses in private control will not be pre-empted.

Adequate signing will protect the motorist while the work is in progress.

The substantial benefits to the natural and social environment provided by plantings for erosion control, community screening, and highway beautification will far outweigh the temporary disruption of the existing right-of-way. The project will be a permanent asset to the communities and to the highway user.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of the social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur ______________________ Date 1-7-73
for Division Engineer

GAP/sh

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
Victor D. Wolfe
L. H. Young
L. W. Rulien

8014

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November ~~13~~, 1973
17

SUBJECT:

To: J. H. Versteeg
Design Engineer
224 State Highway Building

The Greenburg Road Interchange on the Beaverton-Tigard Highway was opened to traffic on November 1, 1973.

This urban interchange provides direct access to the new Washington Square Shopping Center and eliminates a hazardous intersection.

Roadside improvement projects completed on this section of highway include:

South Tigard Interchange
Tigard-South Tigard Interchange
Beaverton-Progress
Cedar Hills Boulevard Interchange

It is recommended that the Greenburg Road Interchange be considered for a roadside improvement project with planting of shrubs, trees, vines and irrigation.

Letting date is May 23, 1974. Estimated cost is $145,000.

Roy Olson
Roy E. Olson
Landscape Engineer

vmt

11-19-73
[illegible]
Ok [illegible]
[illegible]

RECEIVED
NOV 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8015 Divide-Comstock Sec. of the 1974
Pac. Hwy. south of Eugene
(Concrete median barrier)

8015

L.

Hwy

STILLWELL-GERARD

CONSTRUCTION CO.

An Equal Opportunity Employer

GENERAL CONTRACTORS

13306 S.E. 30TH ST.
P. O. BOX 186
BELLEVUE, WASH. 98009
747-2763

May 13, 1975

Mr. Ellis H. Jones, R.E.
2191 E. 15th Avenue
Eugene, OR 97403

RE: Divide-Comstock Section
Pacific Highway
Contract #8015, JV 720

Dear Ellis,

I have reviewed your last letter directed to my partner, Donald S. Gerard, concerning time extension on the subject job. At this time, we have no recourse but to accept the State of Oregon's position regarding the time extension even though we disagree and feel, that in all fairness, our request has not been reasonably considered. We put forth our best efforts in constructing the project in spite of some serious supply problems.

It is too bad the State of Oregon does not have enough flexibility to give credit where credit is due in the form of good efforts and good quality. We will have no further correspondence concerning this situation but feel the State should have at least split the difference with us on these penalties as just a minor recognition of the job that we did for them in a sense of fair play.

Very truly yours,

STILLWELL-GERARD CONSTRUCTION CO.

J F Stillwell

J. F. Stillwell, Jr.

es

cc: Mr. Klaboe
Governor Robert Straub
Mr. Baldwin ✓

8075 9-11-75 15

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 9-69

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

STATE Oregon

COUNTY Lane & Douglas

PROJECT NUMBER I-5-3(96)164

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 16, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 261,481	$ 278,083
Federal funds	$ 241,268	$ 256,500
Other revisions		

This modification is made for the following reasons:

to include additional authorized price agreement and State force work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of September, 19 75.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E. Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
for G. L. Green

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

Oregon State Highway Division
September 4, 1975

Federal-Aid Project
No. I-5-3(96)164 Safety

DIVIDE-COMSTOCK SECTION
PACIFIC HIGHWAY
LANE AND DOUGLAS COUNTIES

Revised Project Agreement Estimate.

Type Code Y101
Concrete Median Barrier (Sta. 1048+30 to Sta. 1061+03.93 Bk = 0+00 Ah. to Sta. 190+00)

Mobilization	All Required		$ 21,000.00
Temporary Protection and Direction of Traffic	All Required		4,000.00
Temporary Signs	650 sq.ft.	7.00	4,550.00
Oversize Advance Construction Signs	2 only	2,000.00	4,000.00
Sequential Arrow Signs	2 only	1,500.00	3,000.00
Flagmen	350 hours	4.00	1,400.00
Removal of Structures and Obstructions	All Required		300.00
Metal Median Barrier Connection	70 lin.ft.	23.00	1,610.00
Concrete Barrier	20,500 lin.ft.	9.10	186,550.00
			$226,410.00

Additional Items

Correct Irregular Pavement Surface	All Required	$ 7,500.00
Construction Turnaround	All Required	3,000.00
On-the-Job Trainee (1 @ $800)	All Required	800.00
PA 2 Permanent Signing	Lump Sum	3,250.00
SFO 1 Permanent Striping	All Required	3,142.96
SFO 2 Lane Line Reflector Buttons	All Required	7,600.00
SFO 5 Reflectorized Concrete Barrier	All Required	1,100.00
		$ 26,392.96
	Subtotal	$252,802.96
	Engineering	25,280.04
	Total	$278,083.00

Length of Roadway - - - 0.0 mile

Federal Funds	$256,500.00
State Funds	21,583.00
Total	$278,083.00

Group 1 - 100%

Contract No. 8015

Prefix: 610-1045

DIVIDE-COMSTOCK

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,000.00

R

Assignment No. 1346 AEJ

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
May 19, 1975

FILE: CON 5 #8015

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Divide-Comstock Section
Contract No. 8015
Time Liquidated Damages

1346 J

The contractor's May 13 letter to the Resident Engineer alleges their request for time extension has not been reasonably considered. On the contrary, the meager information supplied by the contractor has been carefully considered along with any other pertinent information we could find. We tried to leave the way open for further consideration of the material shortage reason. The letter the contractor received over Klaboe's signature responding to his first request practically invites this in the last paragraph; so does the Resident Engineer's letter. The disagreement here focuses on a problem we have had in applying the material shortage reason to time. You may recall a revision of the wording was discussed with AGC representatives recently. The contractor has a "material shortage" when he doesn't get materials from a supplier or subcontractor. All too often, this is just a superficial approach. In this case, we thought the real material shortage question is whether the form fabricator could get raw materials. No factual information about this aspect has been forthcoming.

RECEIVED
STATE HWY ENGR
MAY 20 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

As I recall when this project was proposed, there was a keen interest in getting it accomplished. This was the only section of I-5 in the State with no separation between opposing lanes. There is at least one letter in the file signed by the Chief Engineer after the contract was supposed to be underway that explains to a legislator the timing and scheduled completion. It seems to me the public benefit involved in this project is much more apparent than in the glare shield project where liquidated damages were recently returned by action of the Claim Review Board. Unlike that project, our engineering costs are also overrun on the subject project. We have not requested an accident analysis.

What recourse does the contractor have against his material supplier? That question gets into business practices over which the State has no control. We do have control of the completion time we assign to a contract and we enter into the contract expecting to pay the price bid on that basis. I think the Resident Engineer's April letter to the contractor is straightforward and all we could do with the information available.

JAB:fr
Att.

I think our analysis of time has been right. – Contractor did not provide good documentation on steel delay and our correspondence suggests we would give consideration to some better documentation. It doesn't appear that Stillwell read very thoroughly the last letter from Ellis Jones particularly ¶#3. —
HSC

STILLWELL-GERARD

CONSTRUCTION CO.

GENERAL CONTRACTORS
13306 S.E. 30TH ST.
P. O. BOX 186
BELLEVUE, WASH. 98009
747-2763

RECEIVED
STATE HWY ENG.
MAY 15 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Alt | File

NOTED
E. JOHNSON

May 13, 1975

Mr. Ellis H. Jones, R.E.
2191 E. 15th Avenue
Eugene, OR 97403

Pls review & advise

RE: Divide-Comstock Section
Pacific Highway
Contract #8015, JV 720

Dear Ellis,

I have reviewed your last letter directed to my partner, Donald S. Gerard, concerning time extension on the subject job. At this time, we have no recourse but to accept the State of Oregon's position regarding the time extension even though we disagree and feel, that in all fairness, our request has not been reasonably considered. We put forth our best efforts in constructing the project in spite of some serious supply problems.

It is too bad the State of Oregon does not have enough flexibility to give credit where credit is due in the form of good efforts and good quality. We will have no further correspondence concerning this situation but feel the State should have at least split the difference with us on these penalties as just a minor recognition of the job that we did for them in a sense of fair play.

Very truly yours,

STILLWELL-GERARD CONSTRUCTION CO.

J. F. Stillwell, Jr.

es

cc: Mr. Klaboe ✓
Governor Robert Straub
Mr. Baldwin

6

OREGON STATE
HIGHWAY DIVISION
2191 E. 15th Avenue
Eugene, Oregon 97403

Routing
2 ~~Kelsey~~ KB
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
APR 23 1975
CONSTRUCTION
SECTION
Scofield S
Glenn
Berg

Stillwell-Gerard Construction Co.
P.O. Box 186
Bellevue, Washington 98005

Attn: Mr. Donald S. Gerard

RE: Divide-Comstock Section
Pacific Highway
Contract: 8015
Time Extension

We have reviewed your letter asking for further consideration regarding extension of time for the subject project. Following are our comments concerning points given in that letter.

1. The work involved under Price Agreement No. 2 was completed in the period from November 14, 1974 thru November 27, 1974. This time period occured after all other work was completed and an extension of time was granted for the entire period.

2. We agree that had Price Agreement No. 2 been initiated sooner it could possibly have resulted in all work being completed simultaneously. This, of course, would not have changed the completion date of the original contracted work.

3. As stated in Mr. Klaboe's letter dated March 14, 1975 further details of the steel material availability would be required. The question of whether the delay in forms delivery was due to the Ted Nelson Company production scheduling or an actual steel materials shortage needs to be answered and documented.

4. As stated in No. 1 above, penalty was not assessed for any days after the completion of the barrier installation. We cannot consider any partial installation to be beneficial to the extent of granting extra days.

Good Letter. J.B.

Again referring you to Mr. Klaboe's letter of March 14, 1975 any further consideration for additional time would require further details and documentation of actual material shortages delaying the construction of the barrier forms.

Ellis H Jones

Ellis H. Jones
Resident Engineer

JEC/fs
cc: Region
Construction
File

STILLWELL-GERARD
CONSTRUCTION CO.

An Equal Opportunity Employer

GENERAL CONTRACTORS
13306 S.E. 30TH ST.
P.O. BOX 186
BELLEVUE, WASH. 98009
747-2763

April 3, 1975

Mr. Ellis Jones, R.E.
Oregon State Highway Department
2193 East 15th Street
Eugene, OR 97401

RE: Divide Comstock
OSHD Contract 8015, JV 720

Dear Mr. Ellis:

By this letter, we request further consideration regarding our application for extension of time on the above project. For the following reasons, we respectfully suggest that we should be allowed an additional 34 days for completion of the contract and that no liquidated damages should be assessed:

1. The completion of the project would have been delayed, in any event, by the work involved in Price Agreement No. 2.
2. If the work covered by Price Agreement No. 2 had been awarded earlier, we could have completed our contract work while also performing that work, thus reducing the time beyond the contract date by 15 days.
3. Our delay in completion, from October 9 to November 12, 1974, was caused by the inability of our supplier, Flynn Corporation, to obtain the steel forms ordered specifically for this project. The forms were originally committed to Flynn for delivery on or before June 21, 1974, and were actually delivered on July 18, 1974. This delay was beyond our reasonable control.
4. The State of Oregon had beneficial use of the project during the time in question.

We feel strongly that liquidated damages should not be assessed in this case. If you desire further information, please so advise us.

Very truly yours,

STILLWELL-GERARD CONSTRUCTION CO.

Donald S Gerard

Donald S. Gerard

es

cc: F. B. Klaboe

Robert W. Straub
//////////

March 14, 1975

Stillwell-Gerard
Construction Company
P.O. Box 186
Bellevue, WA 98009

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8015 for work on the Divide-Comstock Section of the Pacific Highway in Lane and Douglas Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 14 days is granted because of late added signing work covered by Price Agreement No. 2.

From the information available, the other reason you cited concerning the barrier forms does not adequately justify extension. Further details of the steel material availability would be required. It also appears that timely completion would have required higher production rates than that secured with the first twenty forms even had they been available a month earlier. Any further information that would justify additional extension should be presented to the Resident or Region Engineer.

this almost asks for
additional information

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Contract Payments (Room 407)
V. E. Skoog
Alfred Shirley, Jr.

JAB:fr dpy

STATEMENT BY STILLWELL GERARD CONSTRUCTION REQUESTING AN INCREASE IN NUMBER OF WORKDAYS ON CONTRACT 8015

As indicated by the Resident Engineer on Form E-483, our company has exceeded the allowable time of 150 calendar days by 49 calendar days. This contract was accepted as complete on November 27, 1974. The last calendar day within the allotted contract time is then October 9, 1974.

It is respectfully requested that your consideration be given in allowing our company additional contract time for reasons stated below:

1. Thirty-four (34) calendar days for the period October 10 through November 12 inclusive. In preparing our proposal for this contract, we reviewed quotations from two manufacturers of precast median barrier. In that there was considerable spread between the two quotations, we chose the proposal of Flynn Sand and Gravel Company. The Flynn Company indicated that they did not anticipate any problem in meeting the casting schedule that we required to complete the contract within the allotted time. Reference is made to that portion of the Special Provisions for this contract pertaining to adjustment of contract time due to delay in delivery of materials. Basically, the Flynn Company delay in delivering the precast median barrier to the project delayed the completion of this contract. I have reviewed with the Flynn Company as to why the actual casting schedule feel behind that schedule which they indicated they would be able to meet. The initial cause for delay was the steel forms procured specifically for this project. The Ted Nelson Company had indicated that they would deliver 20 complete forms on or before June 21, 1974. The fabrication of the 20 forms were completed and picked up by the Flynn Company on July 18, 1974. Between that time and mid-August, it was determined that the Flynn Company would be ill-advised to continue their plan of two castings per day per form as was originally planned. An additional 14 days was required to procure 15 additional forms so as to be able to increase daily production. Although our company assisted the Flynn Sand and Gravel Company (our supplier) wherever possible, it is our contention that the contract delay was the direct result of a delay in the delivery of required contract materials.

No real details on steel shortage.

2. Fifteen (15) calendar days for the period November 13, 1974, through November 27, 1974, inclusive. Reference is made to Oregon State Highway Department's letter dated October 31, 1974, requesting that our company furnish and install permanent signing for this contract. This work was approved on Price Agreement No. 2 dated November 13. All of the signing material was procured and installed by November 27, 1974.

Your review and consideration in extending the contract time for this project is appreciated. Should there be additional information that will be required, please let me know.

Respectfully submitted,
STILLWELL-GERARD CONSTRUCTION CO.

W. S. Campbell
W. S. Campbell, General Manager

8015 1-J-1-E

Routing
1 Keasey
2 Bond
5 Jackmond
4 Harwood
Johnson
Walker
RECEIVED
JUL 11 1974
CONSTRUCTION
SECTION
Scofield 5
Glenn
Berg

July 10, 1974

The Honorable Richard O. Eymann
Speaker of the House
House of Representatives
212 State Capitol
Salem, OR 97310

Dear Dick:

The contract for the median barrier between Cottage Grove and Curtin has been awarded to Stillwell-Gerard Construction Company in the amount of $226,410. The contractor is setting up a casting yard at Saginaw and expects to begin placing the barrier about August 1, with a scheduled completion of September 30.

The expiration date of the contract is October 27.

If you need anything further, please let me know.

Sincerely yours,
ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Alfred Shirley

FBK:cm

R

8015

April 15, 1975

St. Paul Fire & Marine Ins. Co.
Portland Office
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

A post-final payment for $1,400.00 will be made to Stillwell-Gerard Construction Co. on Contract No. 8015 for work on the Divide-Comstock Section of the Pacific highway in Lane and Douglas Counties as soon as warrant is prepared.

The total amount paid on this contract will be $229,409.04 including the post-final payment. Of the total $105.20 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

llg

cc: Stillwell-Gerard Construction Co.
13306 S.E. 30th Street
P.O. Box 186
Bellevue, WA 98005

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

CON-5-8015

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 6, 1975

Letter written
3/12/75 - JS

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM for: C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 8015, Work Completed November 27, 1974

Project Divide-Comstock

Highway Pacific, Counties Lane and Douglas

Type of Work Concrete Median Barrier

Contractor Stillwell-Gerard Construction Co.

Recommended Acceptance Date February 4, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

APPROVED
STATE HIGHWAY ENGINEER
DATE: 3-11-75

8015

STILLWELL-GERARD

CONSTRUCTION CO.

An Equal Opportunity Employer

GENERAL CONTRACTORS
13306 S.E. 30TH ST.
P. O. BOX 186
BELLEVUE, WASH. 98009
747-2763

March 25, 1975

Oregon State Highway Department
Oregon State Highway Building
Number 121
Salem, Oregon 97210

RE: Divide Comstock
Contract 8015, JV 720

Gentlemen:

We are requesting Flynn Sand and Gravel to write you and advise of the circumstances of the amounts in question in Wildish Companies' letter dated March 17, 1975.

Very truly yours,

STILLWELL-GERARD CONSTRUCTION CO.

Ruth R Abrams

Ruth R. Abrams
Office Manager

ES

Enclosure

RECEIVED
MAR 27 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

WILDISH COMPANIES
P.O. BOX 1106 • 5001 FRANKLIN BLVD.
EUGENE, OREGON 97401
746-2571

RECEIVED
MAR 24 1975

March 17, 1975

Mr. Cecil Head
Oregon State Highway Building
Number 121
Salem, Oregon 97210

Re: Divide - Comstock
Concrete Median Barrier
Job Number 8015

Dear Sir:

This is to notify you that we have not yet received payment from Flynn's Sand & Gravel, Inc. in Ontario, Oregon for the following amounts, in connection with work performed and materials delivered on the subject job:

Wildish Cascade Concrete Company	$ 1,092.36
Wildish Construction Company	$ 350.00

It is our understanding that the final payment of $11,395.19 has not yet been made to the prime contractor, Stillwell-Gerard, and we ask that this amount be withheld until such time as we receive payment from their sub-contractor on the prime.

Should you need further information or documentation in connection with the sub's indebtedness to us, we will appreciate your advising us.

Very truly yours,

R. J. White

RJW/jj

P.S. We will appreciate your arranging with your sub to pay us the balances overdue on this job. Possibly, you will want to pay us and arrange to deduct the amount from your retainage.

Thanks for your assistance.

RECEIVED
MAR 27 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

8015

4921

FILED
MAR 24 1975
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

RECEIVED
MAR 24 4 38 PM '75
ERS
SECRETARY OF STATE

RECEIVED
MAR 26 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

March 24, 1975

~~Wildish Companies~~
~~5001 Franklin Blvd.~~
~~P. O. Box 1106~~
~~Eugene, OR 97401~~

Gentlemen:

This is in answer to your letter of March 17 advising us that Flynn's Sand & Gravel, Inc. owes Wildish Cascade Concrete Company $1,092.36 and Wildish Construction Company $350 for work performed and materials.

From the description given in your letter this appears to be in connection with the Stillwell-Gerard Construction Co., Contract No. 8015, Concrete Median Barrier, on the Divide-Comstock Section of the Pacific Highway in Lane and Douglas Counties.

The St. Paul Fire & Marine Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Contract payments are not withheld by us unless requested by the surety.

Please advise this office when your claims have been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

- 3/28

CWH:rw

cc: Stillwell-Gerard Construction Co.
13306 S.E. 30th Street
P. O. Box 186
Bellevue, WA 98005

St. Paul Fire & Marine Ins. Co.
Portland Office
700 N.E. Multnomah
Portland, OR 97232

bc: Secretary of State ✓ - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

8015

4921

R

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

FILED
MAR 24 1975
CLAY MYERS
SECRETARY OF STATE

RECEIVED
MAR 24 4 38 PM '75
SECRETARY OF STATE

RECEIVED
MAR 26 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

March 24, 1975

Wildish Companies
5001 Franklin Blvd.
P. O. Box 1106
Eugene, OR 97401

Gentlemen:

This is in answer to your letter of March 17 advising us that Flynn's Sand & Gravel, Inc. owes Wildish Cascade Concrete Company $1,092.36 and Wildish Construction Company $350 for work performed and materials.

From the description given in your letter this appears to be in connection with the Stillwell-Gerard Construction Co., Contract No. 8015, Concrete Median Barrier, on the Divide-Comstock Section of the Pacific Highway in Lane and Douglas Counties.

The St. Paul Fire & Marine Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Contract payments are not withheld by us unless requested by the surety.

Please advise this office when your claims have been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

- 3/28

CWH:rw

cc: Stillwell-Gerard Construction Co.
13306 S.E. 30th Street
P. O. Box 186
Bellevue, WA 98005

St. Paul Fire & Marine Ins. Co.
Portland Office
700 N.E. Multnomah
Portland, OR 97232

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

8015

March 17, 1975

St. Paul Fire and Marine Ins. Co.
700 N. E. Multnomah
Portland, OR 97232

Gentlemen:

On March 12, 1975, we wrote to you concerning release of final payment on Contract No. 8015 awarded to Stillwell-Gerard Construction Company for work on the Divide-Comstock Section of the Pacific Highway in Lane and Douglas Counties.

Final payment on this contract is $11,395.19 and the total contract amount is $228,009.04 including $105.20 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Stillwell-Gerard Construction Co.
13306 S. E. 30th Street
P.O. Box 186
Bellevue, WA 98005

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8015

Robert W. Straub
//////////

March 14, 1975

Stillwell-Gerard
Construction Company
P.O. Box 186
Bellevue, WA 98009

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8015 for work on the Divide-Comstock Section of the Pacific Highway in Lane and Douglas Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 14 days is granted because of late added signing work covered by Price Agreement No. 2.

From the information available, the other reason you cited concerning the barrier forms does not adequately justify extension. Further details of the steel material availability would be required. It also appears that timely completion would have required higher production rates than that secured with the first twenty forms even had they been available a month earlier. Any further information that would justify additional extension should be presented to the Resident or Region Engineer.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Contract Payments (Room 407)
V. E. Skoog
Alfred Shirley, Jr.

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 3, 1975

FILE: CON 5 #8015

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Divide-Comstock Section
Contract No. 8015
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

The contractor, Stillwell-Gerard Construction Company, requests a complete time extension of 49 days on two reasons, 34 days for alleged material shortage delaying the steel forms for casting the median barrier sections, and 15 days for late added signing work covered by Price Agreement No. 2. The project was completed November 27, 1974 with 49 days liquidated damages assessed at $100 per day.

The request includes a December 23 letter from the Ted Nelson Company, fabricators of the steel forms. The one sentence, "due to material shortages and production time available, etc.", tries to justify the 34 days requested. By the contractor's version of the dates involved (June 21 to July 18), 27 days are covered. I do not believe the very short statement offered here is adequate documentation of a bona fide material shortage.

The second reason regarding the added work is valid. Price Agreement No. 2 is dated November 13, 1974 and was in the amount of $3,250. This was a significant late addition and the 14 days time charged after all other work was completed should be extended.

I note that it took 80 days (May 7 order date to July 26 delivery date) to receive the first set of twenty forms. Yet it took only 14 days to receive additional forms after they were ordered. It seems very doubtful whether the contractor could have performed the work on time with just the first set of twenty forms even had there been no alleged delay. It took about a month after the forms were received until they actually got into production making barriers. Adding this month to the original June 21 requested delivery on the forms would indicate a possible July 21 start of barrier production. During the first four weeks production using only the first twenty forms that were available, 408 sections were produced, so it would have taken about four months, or until mid-November to produce the necessary 1,628 barriers at that rate. (The 150 days contract time allowed expired October 9.) I believe all this indicates the credibility of the material shortage reason is somewhat questionable.

Contrary to the Resident and Region recommendations, I recommend only the 14 days extension on Price Agreement No. 2. Our engineering charges are overrun some $2,250. Our complete file is attached. This was an Interstate project. A suggested rough draft to FHWA and to the contractor are attached.

RECEIVED
MAR 5 1975
[illegible]

JAB:fr
Att.
cc: Contract Payments (Room 407)

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 12, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 199 days, within which to complete our Contract No. 8015, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED STATEMENT

Respectfully submitted,

STILLWELL-GERARD CONSTRUCTION CO.
Contractor

By W. S. Campbell
W. S. Campbell, General Manager

CONSENT OF SURETY

Date December 12, 1974

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Darrell D. Thompson
Attorney-in-fact
Darrell D. Thompson

(SEAL)

~~XXXXXXXXX~~

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. .... Contractor ....

Highway ....

Section ....

Kind of Work ....

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 14-day time extension for late added signing work covered by Price Agreement No. 2.

Recommended for Approval

J. X. Wilson
Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	8015
Project designation (State-Federal)	I-5-3(96)164
Date awarded	April 29, 1974
Work started	August 8, 1974
Per cent completed / Date	100% 27 November 1974
No. of Workdays Allowed	150
No. of Workdays Used	199
No. of Added Workdays Requested	49

SP*0206-734

Class 1

(A Capital Stock Company)

CERTIFIED COPY OF POWER OF ATTORNEY

Original on File at Home Office of Company. See Certification.

FIDELITY AND SURETY DEPARTMENT

ST. PAUL FIRE and MARINE *Insurance Company*

HOME OFFICE: ST. PAUL, MINNESOTA

KNOW ALL MEN BY THESE PRESENTS: That the St. Paul Fire and Marine Insurance Company, a corporation organized and existing under the laws of the State of Minnesota, and having its principal office in the City of Saint Paul, Minnesota, does hereby constitute and appoint

William C. Nelson, Helen R. Newman, Robert M. Carlton, Darrell D. Thompson, Durand R. Eaton,

individually, Seattle, Washington

its true and lawful attorney(s)-in-fact to execute, seal and deliver for and on its behalf as surety, any and all bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, which are or may be allowed, required or permitted by law, statute, rule, regulation, contract or otherwise, and the execution of such instrument(s) in pursuance of these presents, shall be as binding upon the said St. Paul Fire and Marine Insurance Company, as fully and amply, to all intents and purposes, as if the same had been duly executed and acknowledged by its regularly elected officers at its principal office.

This Power of Attorney is executed, and may be certified to and may be revoked, pursuant to and by authority of Article V, —Section 6(C), of the By-Laws adopted by the Board of Directors of the ST. PAUL FIRE AND MARINE INSURANCE COMPANY at a meeting called and held on the 23rd day of January, 1970, of which the following is a true transcript of said Section 6(C).

"The President or any Vice President, Assistant Vice President, Secretary or Resident Secretary, shall have power and authority

(1) To appoint Attorneys-in-fact, and to authorize them to execute on behalf of the Company, and attach the Seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and

(2) To appoint Special Attorneys-in-fact, who are hereby authorized to certify to copies of any power-of-attorney issued in pursuance of this section and/or any of the By-Laws of the Company, and

(3) To remove, at any time, any such Attorney-in-fact or Special Attorney-in-fact and revoke the authority given him."

Further, this Power of Attorney is signed and sealed by facsimile pursuant to resolution of the Board of Directors of said Company adopted at a meeting duly called and held on the 6th day of May, 1959, of which the following is a true excerpt:

"Now therefore the signatures of such officers and the seal of the Company may be affixed to any such power of attorney or any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached."

IN TESTIMONY WHEREOF, the St. Paul Fire and Marine Insurance Company has caused this instrument to be signed and its corporate seal to be affixed by its authorized officer, this 22nd day of September A. D. 19 72

ST. PAUL FIRE AND MARINE INSURANCE COMPANY

STATE OF MINNESOTA
County of Ramsey } ss.

Vice President.

On this 22nd day of September 19 72, before me came the individual who executed the preceding instrument, to me personally known, and, being by me duly sworn, said that he is the therein described and authorized officer of the St. Paul Fire and Marine Insurance Company; that the seal affixed to said instrument is the Corporate Seal of said Company; that the said Corporate Seal and his signature were duly affixed by order of the Board of Directors of said Company.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal, at the City of Saint Paul, Minnesota, the day and year first above written.

C. L. JAEGER
Notary Public, Ramsey County, Minn.
My Commission Expires June 2, 1974.

CERTIFICATION

I, the undersigned officer of the St. Paul Fire and Marine Insurance Company, do hereby certify that I have compared the foregoing copy of the Power of Attorney and affidavit, and the copy of the Section of the By-Laws of said Company as set forth in said Power of Attorney,* with the

DEPARTMENT

IRE and MARINE
Insurance Company
HOME OFFICE: ST. PAUL, MINNESOTA

KNOW ALL MEN BY THESE PRESENTS: That the St. Paul Fire and Marine Insurance Company, a corporation organized and existing under the laws of the State of Minnesota, and having its principal office in the City of Saint Paul, Minnesota, does hereby constitute and appoint

William C. Nelson, Helen R. Newman, Robert M. Carlton, Darrell D. Thompson, Durand R. Eaton,

individually, Seattle, Washington

its true and lawful attorney(s)-in-fact to execute, seal and deliver for and on its behalf as surety, any and all bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, which are or may be allowed, required or permitted by law, statute, rule, regulation, contract or otherwise, and the execution of such instrument(s) in pursuance of these presents, shall be as binding upon the said St. Paul Fire and Marine Insurance Company, as fully and amply, to all intents and purposes, as if the same had been duly executed and acknowledged by its regularly elected officers at its principal office.

This Power of Attorney is executed, and may be certified to and may be revoked, pursuant to and by authority of Article V, —Section 6(C), of the By-Laws adopted by the Board of Directors of the ST. PAUL FIRE AND MARINE INSURANCE COMPANY at a meeting called and held on the 23rd day of January, 1970, of which the following is a true transcript of said Section 6(C).

"The President or any Vice President, Assistant Vice President, Secretary or Resident Secretary, shall have power and authority

(1) To appoint Attorneys-in-fact, and to authorize them to execute on behalf of the Company, and attach the Seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof, and

(2) To appoint Special Attorneys-in-fact, who are hereby authorized to certify to copies of any power-of-attorney issued in pursuance of this section and/or any of the By-Laws of the Company, and

(3) To remove, at any time, any such Attorney-in-fact or Special Attorney-in-fact and revoke the authority given him."

Further, this Power of Attorney is signed and sealed by facsimile pursuant to resolution of the Board of Directors of said Company adopted at a meeting duly called and held on the 6th day of May, 1959, of which the following is a true excerpt:

"Now therefore the signatures of such officers and the seal of the Company may be affixed to any such power of attorney or any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be valid and binding upon the Company and any such power so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached."

IN TESTIMONY WHEREOF, the St. Paul Fire and Marine Insurance Company has caused this instrument to be signed and its corporate seal to be affixed by its authorized officer, this 22nd day of September A. D. 19 72

ST. PAUL FIRE AND MARINE INSURANCE COMPANY

STATE OF MINNESOTA
County of Ramsey } ss.

Vice President.

On this 22nd day of September 19 72, before me came the individual who executed the preceding instrument, to me personally known, and, being by me duly sworn, said that he is the therein described and authorized officer of the St. Paul Fire and Marine Insurance Company; that the seal affixed to said instrument is the Corporate Seal of said Company; that the said Corporate Seal and his signature were duly affixed by order of the Board of Directors of said Company.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal, at the City of Saint Paul, Minnesota, the day and year first above written.

C. L. JAEGER
Notary Public, Ramsey County, Minn.
My Commission Expires June 2, 1974.

CERTIFICATION

I, the undersigned officer of the St. Paul Fire and Marine Insurance Company, do hereby certify that I have compared the foregoing copy of the Power of Attorney and affidavit, and the copy of the Section of the By-Laws of said Company as set forth in said Power of Attorney,* with the ORIGINALS ON FILE IN THE HOME OFFICE OF SAID COMPANY, and that the same are correct transcripts thereof, and of the whole of the said originals, and that the said Power of Attorney has not been revoked and is now in full force and effect.

IN TESTIMONY WHEREOF, I have hereunto set my hand this 12th day of December 1974

Secretary.

*Unlimited as to character and amount.

10870 CPS Rev. 6-70 Printed in U. S. A.

STATEMENT BY STILLWELL-GERARD CONSTRUCTION REQUESTING AN INCREASE IN NUMBER OF WORKDAYS ON CONTRACT 8015

As indicated by the Resident Engineer on Form E-483, our company has exceeded the allowable time of 150 calendar days by 49 calendar days. This contract was accepted as complete on November 27, 1974. The last calendar day within the allotted contract time is then October 9, 1974.

It is respectfully requested that your consideration be given in allowing our company additional contract time for reasons stated below:

1. Thirty-four (34) calendar days for the period October 10 through November 12 inclusive. In preparing our proposal for this contract, we reviewed quotations from two manufacturers of precast median barrier. In that there was considerable spread between the two quotations, we chose the proposal of Flynn Sand and Gravel Company. The Flynn Company indicated that they did not anticipate any problem in meeting the casting schedule that we required to complete the contract within the allotted time. Reference is made to that portion of the Special Provisions for this contract pertaining to adjustment of contract time due to delay in delivery of materials. Basically, the Flynn Company delay in delivering the precast median barrier to the project delayed the completion of this contract. I have reviewed with the Flynn Company as to why the actual casting schedule feel behind that schedule which they indicated they would be able to meet. The initial cause for delay was the steel forms procured specifically for this project. The Ted Nelson Company had indicated that they would deliver 20 complete forms on or before June 21, 1974. The fabrication of the 20 forms were completed and picked up by the Flynn Company on July 18, 1974. Between that time and mid-August, it was determined that the Flynn Company would be ill-advised to continue their plan of two castings per day per form as was originally planned. An additional 14 days was required to procure 15 additional forms so as to be able to increase daily production. Although our company assisted the Flynn Sand and Gravel Company (our supplier) wherever possible, it is our contention that the contract delay was the direct result of a delay in the delivery of required contract materials.

2. Fifteen (15) calendar days for the period November 13, 1974, through November 27, 1974, inclusive. Reference is made to Oregon State Highway Department's letter dated October 31, 1974, requesting that our company furnish and install permanent signing for this contract. This work was approved on Price Agreement No. 2 dated November 13. All of the signing material was procured and installed by November 27, 1974.

Your review and consideration in extending the contract time for this project is appreciated. Should there be additional information that will be required, please let me know.

Respectfully submitted,
STILLWELL-GERARD CONSTRUCTION CO.

W. S. Campbell
W. S. Campbell, General Manager

es

8015

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 10, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-3(96)164
Divide-Comstock Section
Contract No. 8015

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur with a 14-day time extension as recommended in Mr. Coulter's March 5, 1975 memorandum.

for J. K. Hassner
G. L. Green

RECEIVED
STATE HWY ENGR
MAR 12 '75
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
MAR 13 1975

8015

File: CON 5

DATE March 5, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Divide-Comstock Section
Contract No. 8015
FAP No. I-5-3(96)164

The contractor has requested a complete time extension of 49 days for two reasons: 34 days for alleged material shortage delaying the steel forms used for casting the median barrier sections, and 15 days for late added signing work covered by Price Agreement No. 2. The project was completed November 27, 1974 with 49 days' liquidated damages assessed at $100 per day.

The material shortage reason as presented is not adequately documented, so we are not recommending time extension for this reason at this time. The second reason regarding the added signing work is valid. Price Agreement No. 2, in the amount of $3,250, was dated November 13, 1974. This was a significant late addition, and the 14 days time charged after all other work was completed should be extended. Your concurrence is requested.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
Contract Payments (Room 407)
A. Shirley, Jr.

8015

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

REPORT NO. 27

SECTION: DIVIDE-COMSTOCK SECTION

WEEK ENDING: FEBRUARY 1, 1975

SECTION PREFIX: 610-1045

HIGHWAY: PACIFIC

COUNTY: LANE & DOUGLAS

NAME OF JOB: DIVIDE-COMSTOCK SECTION

KIND OF WORK: CONCRETE MEDIAN BARRIER

CONTRACTOR: STILLWELL-GERARD CONST.CO.

CONTRACT NUMBER: 8015

FEDERAL AID PROJECT NUMBER: I-5-3(96)164

DATE OF CONTRACT: APRIL 29,1974

DATE WORK STARTED: AUGUST 8,1974

ESTIMATED COMPLETION DATE: PROJECT COMPLETE

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 199

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 132.7%

PROJECT AUTHORIZATION: $ 287506.85

EXCLUSIVE OF ENGINEERING: $ 264708.95

ENGINEERING AUTHORIZATION: $ 22797.90

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 97.9%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ ** 247102.00

ENGINEERING COST TO DATE: $ 23000.00

CORR. This Wk. 1151.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91.4%

ESTIMATED PERCENT: [redacted] UNDERRUN 6.7%

PERCENT OF AUTHORIZATION: 100.9%

DATE PROJECT WAS COMPLETED: NOVEMBER 27,1974

**This amount does not reflect liquidated damages.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

TYPE OF WORK ~~BRIDGE NO.~~		CONCRETE BARRIER CAST			CONCRETE BARRIER PLACED		
PERCENT		100%			100%		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	MOSTLY CLOUDY			
TUESDAY	MOSTLY CLOUDY			
WEDNESDAY	MOSTLY CLOUDY			
THURSDAY	MOSTLY CLOUDY			
FRIDAY	SNOW			
DY SATURDAY				

RECEIVED
FEB 4 1975
CONSTRUCTION SECTION

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Scofield
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR [illegible] WEEK

SUNDAY	Divide-Comstock - for week of January 26 thru February 1, 1975.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This week: Contract work completed on November 27, 1974. Office personnel working on Semi-Final.

Next week: State forces to complete SFO's when materials become available.

Semi-Final to be submitted on January 31, 1975.

SIGNED Ellis H Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

#8015

Files

#58

L. E. George
Traffic Engineer

~~October 31, 1974~~
12 13 74

C. W. Head
Commission Services

On September 25, 1974, the Transportation Commission adopted as a temporary and proposed rule a 45 MPH construction speed zone on a section of the Pacific Highway in Lane and Douglas Counties. This rule was published in the Administrative Rule Bulletin on October 15, 1974, and no requests for a hearing have been received as of October 30.

Do you wish to place this rule on the next agenda for adoption as a permanent rule?

12/13/74
Duane H. said OK for temporary rule to expire & need not adopt as permanent as Field office said work will be done & constr. speed not necessary -

Fran

fkn

TRA 7-2

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE December 12, 1974

TO Memo To File

FROM Dwayne Hofstetter
Investigations Engineer

SUBJECT Construction Speed Zoning
Concrete Median Installation
Pacific Highway No. 1 (I-5)
Comstock to Goshen-Divide Highway

On this date Kipp Osborne, Region III Traffic Engineer, called and said that he had been informed by Ellis Jones, Resident Engineer, that the 45 MPH speed zone is no longer required for the subject concrete median rail installation.

The temporary 45 MPH speed zone was adopted by the Transportation Commission under the Administrative Procedures Act and therefore would be effective for 120 days starting on September 25, 1974. Since the temporary 45 MPH speed zone is no longer required no further action will be required by the Transportation Commission and the temporary rule may be allowed to expire.

DKH:cr
cc: C. W. Head

RECEIVED
DEC 16 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

OREGON TRANSPORTATION COMMISSION
HIGHWAY DIVISION
NOTICE OF PROPOSED RULE MAKING

The Oregon Transportation Commission proposes to adopt the following temporary rule as a permanent rule:

> Establish a 45 MPH speed zone on the Pacific Highway (Interstate 5) from 200 feet south of the Comstock Frontage Road Overcrossing (M.P. 164.41) to the Goshen-Divide Highway Junction (M.P. 168.40S) and M.P. 168.40 in Lane and Douglas Counties to be effective only in those sections where signed.

Any interested person may express his data, views, and arguments in writing addressed to F. B. Klaboe, Administrator and State Highway Engineer, State Highway Building, Salem, Oregon 97310.

If an interested person desires that a public hearing be held, he should file a written request for a public hearing to F. B. Klaboe, Administrator and State Highway Engineer, State Highway Building, Salem, Oregon 97310.

A public hearing will be held if a request is received within 15 days after publication of the notice in the bulletin of the Secretary of State from 10 or more interested persons or an association having not less than 10 members. If sufficient requests are received to hold a public hearing, you will be notified of the date and time of the hearing.

C. W. Head
COMMISSION SERVICES

Temporary Speed Zone
Pacific Highway, I-5
Oregon Transportation Commission

At the September 25, 1974, meeting, it was the finding of the Oregon Transportation Commission that failure to promptly enact a 45 MPH speed zone on those sections where signed during construction on I-5 between Comstock and the Goshen-Divide Highway Junction would result in a serious prejudice to the public and workmen.

The construction project involves the installation of a concrete median rail during which workmen and equipment will be positioned on or along the roadway. Prior to establishment of the 45 MPH speed zone the posted speed was 55 MPH and it was deemed necessary to lower the speed of traffic for the safety of both the motoring public and construction workers.

DKH:cr
9-24-74

Form A-109—5M

gement if additional funds are

D. K. Hoisner

1-6-75

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 5

Project Name Divide-Comstock

Date November 15, 1974

Highway Pacific

Contract No. 8015

F. A. Project No. I-5-3(96)164

County Lane - Douglas

Prefix 610-1045

Account No. 276-05

Description of Work To Be Done:

Install approximately 400 ea 3M Silver Mono-Directional Delinators on concrete median barriers. Delinators to be installed at 250 ft. intervals on tangents and 100 ft. intervals on curves and curve transitions.

Location by Station Numbers:

Throuthout project

Estimate of Quantities and Costs:

Labor	$ 500.00
Equipment	100.00
Material	500.00
Total:	$1100.00

Explanation:

This is an anticipated item in the project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $287,506.85

Present estimate of project cost, including $1100.00 for work under this order $272,200.86

Expected under-run ~~over-run~~ (amount) $15,305.99

Expected under-run ~~over-run~~ (per cent) 5.3

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: J. X. Wilson Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: ~~Deputy State Highway Engineer~~, ~~Assistant State Highway Engineer~~ or Office Engineer. Construction

AP 12-12-74

State Printing

17

STATE COPY

APPROVED (…)
Contingent upon modification
of agreement if additional funds
required)
G. K. Hosmer
TITLE
DATE 1-15-75
FEDERAL HIGHWAY ADMIN.

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Divide-Comstock Date November 8, 1974

Highway Pacific Contract No. 8015 F. A. Project No. I-5-3(96)164

County Lane-Douglas Prefix 610-1045 Account No. 279-04

Description of Work To Be Done:

Block unused road approaches at 5 locations. Construct earth mound at Rest Area turn out.

Location by Station Numbers:

M.P. 167.77 S.B.S. M.P. 166.66 S.B.S. M.P. 165.54 S.B.S.

M.P. 165.78 N.B.S. M.P. 166.02 N.B.S. M.P. 167.00 S.B.S.

Estimate of Quantities and Costs:

Labor	$ 560.00
Equipment	240.00
Materials	1000.00
Total......	$1800.00

Explanation:

The installation of the concrete median barrier has made it necessary to eliminate unnecessary access to the I-5 Freeway. The above approach roads are dead end portions of the original highway thru this area.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 287,506.85
Present estimate of project cost, including $ 1800.00 for work under this order	$ 271,100.86
Expected under-run (amount)	$ 16,405.99
Expected under-run (per cent)	5.7%

Space to right of this line is for use of Salem Office

Submitted by: Ellis
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended: J. K. Wilson
Division Engineer

Approved:
~~Deputy State Highway Engineer~~
Assistant State Highway Engr.

Form A-105—3M

11 STATE COPY

G. K. Horner

Order for State Force Work

Dist. Engineer 11/26/74

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Divide-Comstock

Date October 24, 1974

Highway Pacific

Contract No. 8015

F. A. Project No. I-5-3(96)164

County Lane-Douglas

Prefix 610-1045

Account No. 252-04

Description of Work To Be Done: Place A.C. Pavement patch on median area and on gore area along N.B. shoulder.

Location by Station Numbers:

Sta. 1048+30 to 1044+80

Estimate of Quantities and Costs:

Labor	$240.00
Material	140.00
Equipment	170.00
	$550.00

Explanation:

This is an anticipated item in the project authorization. A.C. pavement patching is required to allow proper installation of precast median barrier at north end of project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$287,506.85
Present estimate of project cost, including $550.00 for work under this order	$269,300.86
Expected under-run (amount)	$18,205.99
Expected under-run (per cent)	6.3%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: J. X. Wilson Division Engineer

Approved: ~~Deputy State Highway Engineer,~~ Assistant State Highway Engineer or Office Engineer.

Construction

State Printing

Form E-308—5M 8015

1N

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Divide-Comstock
Date September 27, 1974
Highway Pacific
Contract No. 8015
County Lane and Douglas
Prefix 610-1045
Contractor Stillwell-Gerard Construction Co.
F. A. Project No. I-5-3(96)164
Address P.O. Box 186, Bellevue, Washington 98005
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State responsibility for damages due to public traffic in sections of the project that are complete and accepted by the State.

Location by station numbers:

Throughout project.

Estimate of quantities and cost:

State responsibility for public damage on completed work..........$1000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

State responsibility due to public traffic is specified in the contract Special Provisions and funds are included in the Project Authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $287,506.85
Present estimate of project cost, including $1,000.00 for work under this order $276,250.86
Expected under-run ~~over-run~~ amount $11,255.99
Expected under-run ~~over-run~~ per cent 3.9%

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: Wilson Division Engineer

Approval Recommended: .... Construction Engineer or Bridge Engineer

Approved: .... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.
Construction

SP*23577-734

AD

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

G. K. H[illegible]
Dist. Engineer
10/30/74

Order No. ....

Project Name: Divide-Comstock Section

Date: 9/24/, 19 74.

Highway: Pacific

Contract No. 8015 F. A. Project No. I-5-3(96)164

County: Lane & Douglas

Prefix 610-1045 Account No. 278-02 ✓

Description of Work To Be Done:

Install lane line reflector buttons. (See attached layout)

Work to be done by State Forces

Approval Recommended as of 10/1/74

Location by Station Numbers:

Sta. 190+00 to Sta. 1048+30

Estimate of Quantities and Costs:

Labor	$2500.00
Equipment	500.00
Materials	4600.00
Total:	$7600.00

Explanation:

This is an anticipated item in the project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$287,506.85
Present estimate of project cost, including $7,600.00 for work under this order	$276,250.86
Expected under-run (amount)	$11,255.99
Expected under-run (per cent)	3.9%

Space to right of this line is for use of Salem Office

Submitted by: Ellis [illegible]
Resident Engineer

Approval Recommended: J. K. Wilson
Division Engineer

Approval Recommended: ....
Construction Engineer or Bridge Engineer

Approved:
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~
Construction Office Engineer.

State Printing

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

FA No. I-5-3(96)164

Contract No. 8015 Section Divide- Comstock

Funds in Author. $ 7600-

Type Revision SFO No. 2 Amount $ 7600-

Status Total Project Author.: Over __ % $ __ Under 3.9% $ 11,255.99

Explanation (why) and Comments Furnish and Install LANE LINE Reflector Buttons.

Est. increase/decrease in cost $ —

Method of Payment actual Costs

Discussed Asst. Constr. Engr. __

Price checked by Cost Analyst __

Discussed with T. Lewis on Oct. 1, 1974 by Glenn

Action Recommended:

☒ APPROVAL
☐ SUBJECT TO REVIEW
☐ OTHER

☒ PARTICIPATING
☐ WITH COST JUSTIFICATION
☐ TENTATIVE APPROVAL TO PROCEED __

☐ NON PARTICIPATING
☐ WITH SUPPORTING DAT

CHECK LIST OF INFORMATION
TO BE FURNISHED WITH PRICE AGREEMENTS, EXTRA WORK ORDERS, AND STATE FORCE ORDERS

Region 3

Project Name Divide-Comstock Section Contract No. 8015

Circle One: PA EWO [✓ SFO] No. 2

		Check Information Furnished	
		RESIDENT ENGR	REGION
Description of work to be done.		X	
Reasons why work is necessary.		X	
Has work started:	Yes		
	No	X	
	Date Started		
Cost justification for price agreements.			
Credit for salvaged material:	None	X	
	Material list attached		
	To be determined later		
Salem headquarters approval:	Not received	X	
	Date received		
	Who discussed		
FHWA approval:	Not received	X	
	Date received		
	Who discussed		
Required signatures on order form.		X	

Comments: 4/30/74 – $75,000 retained in program status.

FORM K-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
September 24, 1974

RECEIVED
SEP 30 1974
CONSTRUCTION SECTION
Routing
Koons
Bond
Harwood
Johnson
Walker
Scofield
Glenn
Borg

SUBJECT: Section Divide-Comstock
Highway Pacific
Contract No. 8015
Prefix No. 610-1045

TO

Attached for your approval, please find 2 copies SFO # 2 for the subject project. Work (~~has~~/has not) started, if started the date .

EXPLANATION:
The reflectorized buttons are being installed to upgrade from a safety standpoint as this is a potentially dangerous section of the freeway.

Resident Engineer

Telephone approval ~~was~~/was not received. If so, from whom and the date, . F.H.W.A. representative, has/has not been contacted and his approval ~~has~~/has not been received as of 9-27-74.
Date

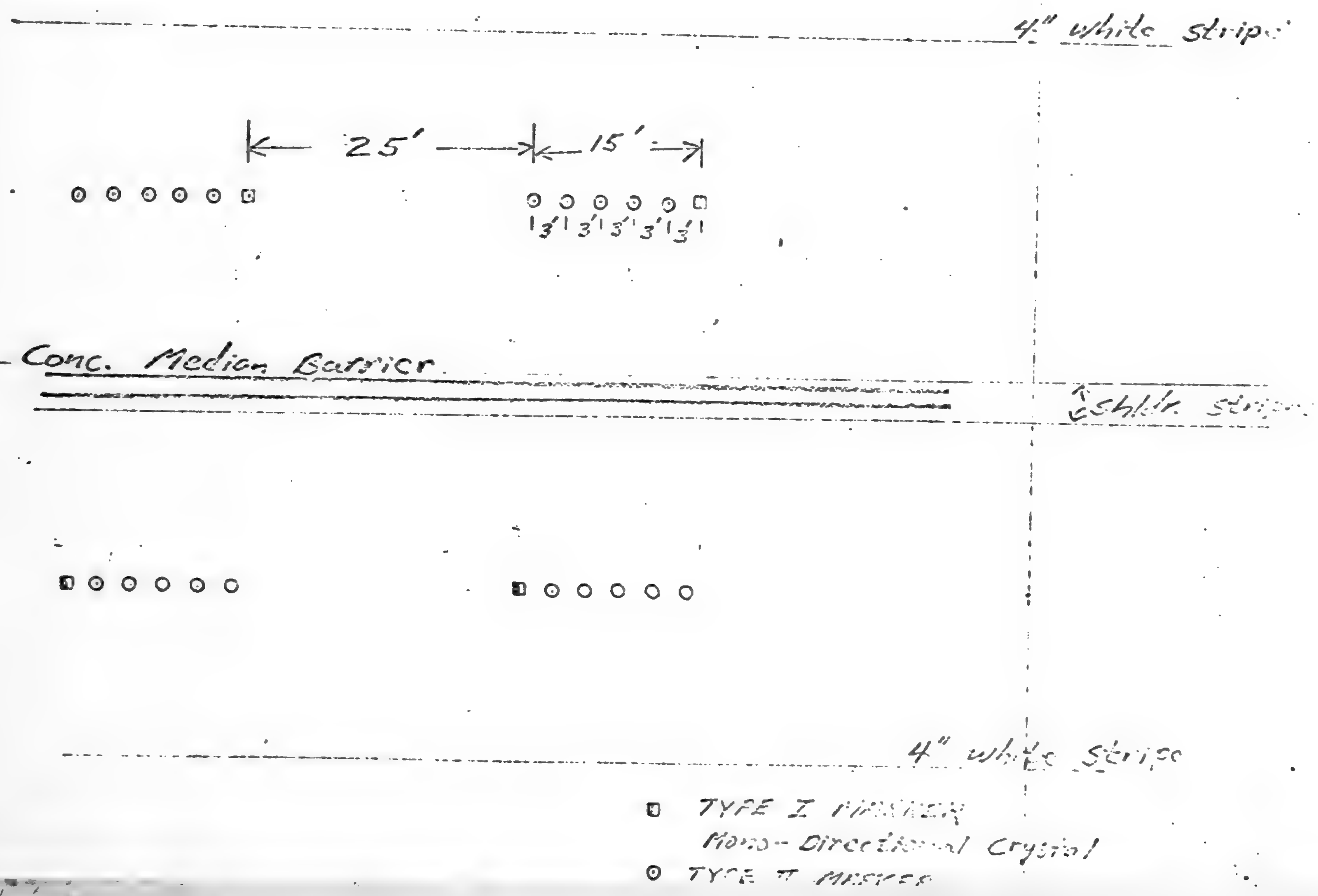
Remarks:

Recommended for approval

Region Engineer

LAYOUT

Lane Line Reflector Buttons


4" white stripe
25'
15'
3' 3' 3' 3' 3'
Conc. Median Barrier
Shldr. stripe
4" white stripe
TYPE I MARKER
Mono-Directional Crystal
TYPE II MARKER

Form A-105—5M

STATE COPY

G. K. Hoover

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

DATE 10/30/74

APPLYING TO CONTRACT PROJECTS EDERAL HIGHW **Order No.**

Project Name Divide-Comstock Section	**Date** September 23, 19 74
Highway Pacific	**Contract No.** 8015 **F. A. Project No.** I-5-3(96)164
County Lane - Douglas	**Prefix** 610-1045 **Account No.** 278-01

Description of Work To Be Done:

Permanent striping throughout project.

Work to be done by State Forces

[illegible] Recommended as of 10/31/74

Location by Station Numbers:

Sta. 190+00 to Sta. 1048+30

Estimate of Quantities and Costs:

4" Beaded white line	7.5 lane miles	@ $67.45	= $505.88
4" Beaded yellow line	7.5 lane miles	@ $84.61	= $634.58
4" Beaded white skip line	7.5 lane miles	@ $43.00	= $322.50
Sand Blasting (Remove old lines)	42 hrs.	@ $40.00	=$1680.00
			$3142.96

Explanation:

New permanent striping required because of change in median width to permit installation of the concrete median barrier.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$287,506.85
Present estimate of project cost, including $3142.96 for work under this order	$272,964.94
Expected under-run ~~overrun~~ (amount)	$14,541.91
Expected under-run ~~overrun~~ (per cent)	5.1%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: J. L. Wilson Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway~~ Engineer or Office Engineer

Construction

State [illegible]

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

Contract No 8015 Section Divide - Comstock FA No I-5-3 (96) 144

Type Revision SFO No. 1 Amount $ 3,142.96 Funds in Author. $ 3,000-

Status Total Project Author.: Over __ % $ ______ Under 5.1 % $ 14,591.91

Explanation (why) and Comments Permanent striping at approved rates

Method of Payment actual Costs Est. increase ~~decrease~~ in cost $ 142.96

Price checked by Cost Analyst — Discussed Asst. Constr. Engr. ______

Discussed with T. Lowe on Oct. 1, 1974 by Gl[illegible]

Action Recommended: ☑ APPROVAL ☒ PARTICIPATING ☐ NON PARTICIPATING

☐ SUBJECT TO REVIEW ☐ WITH COST JUSTIFICATION ☐ WITH SUPPORTING D

☐ OTHER ☐ TENTATIVE APPROVAL TO PROCEED ______

CHECK LIST OF INFORMATION
TO BE FURNISHED WITH PRICE AGREEMENTS, EXTRA WORK ORDERS,
AND STATE FORCE ORDERS

Region 3

Project Name Divide-Comstock Section Contract No. 8015

Circle One: PA EWO [✓ SFO] No. 1

		Check Information Furnished	
		RESIDENT ENGR	REGION
Description of work to be done.		X	✓
Reasons why work is necessary.		X	✓
Has work started:	Yes	X	✓
	No		
	Date Started	9/18/74	
Cost justification for price agreements.			
Credit for salvaged material:	None	X	✓
	Material list attached		
	To be determined later		
Salem headquarters approval:	Not received	X	✓
	Date received		
	Who discussed		
FHWA approval:	Not received	X	
	Date received		
	Who discussed		
Required signatures on order form.		X	✓

Comments: 9/30/74 $3000 retained in program status.

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
September 24, 1974

Routing
RECEIVED
Jackmond
Harwood
Johnsen
Walker
SEP 30 1974
Burg
CONSTRUCTION
SECTION

TO

SUBJECT: Section Divide-Comstock
Highway Pacific
Contract No. 8015
Prefix No. 610-1045

Attached for your approval, please find 2 copies SFO #1 for the subject project. Work (has/~~has not~~) started, if started the date 9/18/74.

EXPLANATION:

This is an anticipated item in the project authorization.

Resident Engineer

Telephone approval ~~was~~/was not received. If so, from whom and the date, ______. F.H.W.A. representative, ~~has~~/has not been contacted and his approval ~~has~~/has not been received as of 9-27-74.
Date

Remarks:

Recommended for approval

Region Engineer

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **September 19, 1974**

TO Oregon ~~State Highway~~ **Transportation** Commission

FROM F. B. Klaboe
State Highway Engineer

AGENDA
SEP 25 1974
5[illegible]1

SUBJECT **Construction Speed Zoning**
Comstock to Divide Section, I-5
Lane and Douglas Counties

A project to install a concrete GM type median rail is being undertaken on I-5 between Comstock and the Goshen-Divide Highway. This section of highway is presently speed zoned for 55 MPH and, in order to protect workmen on the project and the traveling public in the construction section, it is necessary that a lower speed zone be implemented during periods of construction.

To provide safety through the construction areas, it is recommended that the Oregon Transportation Commission adopt immediately as a temporary rule a 45 MPH speed zone to be effective only on those sections where signed on Interstate 5 from ~~400~~ 200 D.H. feet south of the Comstock Frontage Road Overcrossing (M.P. ~~168.41~~ 164.41 D.H.) to the Goshen-Divide Highway Junction (M.P. 168.40S) and M.P. 168.40 in Douglas and Lane Counties. This matter will be on the agenda for the September 25 meeting.

As per the requirements of the Administrative Procedures Act, this rule will be filed with the Secretary of State upon adoption and will be effective for a maximum of 120 days.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
Alfred Shirley
Robert Whipps
Gary Sund

DH:cr srb

[illegible] agenda
[illegible]

8015

OREGON STATE
HIGHWAY DIVISION

July 18, 1974
Eugene, Oregon

NOTED
[illegible]

Stillwell-Gerard Construction Co.
13306 S.E. 30th Street
Bellevue, Washington 98009

Attn: Wally Campbell

RE: Divide-Comstock Section
Pacific Highway
Lane & Douglas Counties
Contract No. 8015
Performance of Work (Art. 108.03)

It has become quite apparent that the limited progress being made in setting up the casting yard and producing the Precast Concrete Median Barrier has severely jeopardized the completion of the work within the specified time limit.

An examination of the Contract Progress Schedule provided to us at the preconstruction conference indicates that you are currently 3 to 5 weeks behind the target dates. I suggest that it has become necessary to re-schedule and to take such other steps as may be required to insure completion as specified.

Ellis H. Jones
Ellis H. Jones
Resident Engineer

RECEIVED
STATE HWY ENGR
JUL 22 '74
REFER TO
FOR
Info | Inves | D/D | DIR | Sign | [illegible] | Fil

cc: Flynn Const. Co.
J. X. Wilson
C. T. Keasey
S. Coulter
F. Klaboe
File

#8015

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 11, 1974

Mr. Chas T. Babers
Southern Pacific Transportation Co.
Room 251-N Union Station
800 Northwest Sixth Avenue
Portland, OR 97209

Dear Mr. Babers:

RE: 323-3 0-0-71-6

This is in response to Mr. Shirley's letter of May 31 referring to your letter of May 23.

The access from the highway which you referred to was covered in an April 10, 1972 letter from Mr. A.W. Kilborn which set forth the access that the railroad should be provided. These access points would be served by proposed frontage roads as shown on the attached maps of the Divide-Comstock and Comstock-Anlauf Sections, M.P. 617.88, M.P. 620.08 and M.P. 620.58. M.P. 618.53, 619.14 and 619.54 would be served by access roads from the freeway which have locked gates at the right of way fence.

copy [illegible]

The two new crossings at M.P. 617.1 and M.P. 621.3, as well as new grade separations for the Divide and Anlauf Interchanges, would be required. (See separate maps for Divide & Anlauf)

Other encroachments on railroad right of way cannot be detailed until such time as the hearing processes are completed and final design plans are formulated.

Please feel free to contact this office if you have any further questions.

Very truly yours,

Victor D. Wolfe
Location Engineer

cc: E.S. Hunter ✓
A. Shirley Jr.
J. H. Versteeg
J. E. Chidsey

DCB:ko

Attachment

RECEIVED
JUN 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

#3015

8

May 24, 1974

314-K

Mr. Lloyd H. Griggs
900 Sweet Lane
Cottage Grove, OR 97424

Dear Mr. Griggs

This is in response to your April 29 letter concerning the interim median barrier to be placed on I-5 on the Divide-Anlauf Section.

As you probably realize, the requirement for environmental statements is relatively new and we have had a great back log of projects that require the preparation of environmental statements. This is why the environmental statement for this particular area is just now being completed.

The State has many priorities in regard to the construction of highways. As this section already had a four-lane highway, we felt the first priority would be to complete the Interstate both in Western and Eastern Oregon, and then upgrade the existing sections that needed it.

The first step in up-grading this particular section will be the installation of an interim median barrier. From past experience we know this will cut the accident rate and prevent collisions between vehicles traveling in opposite directions on the highway.

The authority of the State is well-established to place median barriers in the center of the highway to restrict traffic to traveling in one direction.

As soon as possible, the Highway Division will move into the right-of-way acquisition project in this area and at that time, the method of construction and of accessing the properties will be explained to you.

While I realize that the installation of a median barrier may cause you some inconvenience in having to travel an additional distance to conduct your business, we feel that the safety aspect of this project is vital.

We do not anticipate that the plans to bring this section of I-5 up to standards will be postponed, and I assure you that as soon as the necessary environmental statements have been filed and accepted, we will proceed with our right-of-way acquisition program as rapidly as possible.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
E. S. Hunter
R. L. Schroeder
J. B. Boyd
Walt Barrie
Alfred Shirley

JLS cm

RECEIVED
STATE HWY GR
MAY 2 '74
REFER TO Barrie
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

900 Sweet Lane
Cottage Grove, Oregon 97424
April 29, 1974

Mr. F. B. Klaboe
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

HOLD
F. B. KLABOE

Dear Mr. Klaboe:

Referring to your letter of April 17, 1974, you mention that you hope to "finalize our Environmental Impact Statement". I would like to know what in the hell the Highway Department has been doing for the last five years -- realizing that this section needs to be brought up to standard and access provided for the property owners.

I think it will be an interesting court case to see if you have the authority to place barriers and close the access to one's property without providing permanent access. At the time the right-of-way through our property was purchased I was assured that an access road would be provided before any barriers were placed. You are asking us to make an eight-mile circuit to gain entry to our property -- and to do this for at least two years, perhaps five. What happens if the plans to bring this section of I-5 up to standard are postponed?

The accidents you speak of are no more frequent than they were three years ago.

Very truly yours,

Lloyd H Griggs

Lloyd H. Griggs

REFERRED 5/10/74
TO Jack
FOR action & ans.
WALT BARRIE

LHG:jg

8c15

DIRECTOR'S FILE

Noted
GEORGE M. BALDWIN

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 17, 1974

Board of Commissioners
Lane County Courthouse
Eugene, OR 97401

Atten: Nancy M. Hayward

Gentlemen:

The Oregon State Highway Division has proposed plans for a future project on the Divide-Anlauf Section of the Pacific Highway (I-5) lying southerly of the City of Cottage Grove and partially in both Lane and Douglas Counties, Oregon.

The proposal consists of right-of-way acquisition and reconstruction of the existing facility by updating to current Interstate standards, construction of frontage roads, reconstruction of the interchange at the ends of the project section, and construction of approximately one mile of new alignment and grade that will be necessary to reconnect the Umpqua Highway (38) to the proposed interchange at Anlauf.

This is to advise you that informal informational corridor-design sessions will be held in the Cottage Grove fire station conference room, in Cottage Grove, between 2:00 P.M. and 9:00 P.M. on Wednesday, June 26, 1974 and again between 1:00 P.M. and 5:00 P.M. on Thursday, June 27, 1974, with State Highway Division engineering and right-of-way personnel present to discuss various matters, including relocation assistance programs, with persons who may be affected by the project.

Pursuant to state statutes and federal regulations, a formal public hearing pertaining to the corridor-design features will be held in the Cottage Grove fire station conference room, in Cottage Grove, on Thursday, June 27, 1974, beginning promptly at 7:30 P.M. Right-of-way and construction schedules will be discussed and opinions and views accepted at this formal hearing with an additional 10 days allowed for further written statements or comments. A statement pertaining to the project from you or other interested persons would be appreciated at the hearing.

A statement regarding the environmental effects this proposed project will have on the area will be available in the State Highway Division's Region 3 Office, 1523 S. E. Cobb Street, Roseburg, and also at the hearings for review and information.

In order that all interested persons may be informed of the proposed plans, the Highway Commission will have a public notice published in the appropriate newspapers in the vicinity on Wednesday, May 22, 1974 and on Wednesday, June 19, 1974, or the nearest publication date thereto.

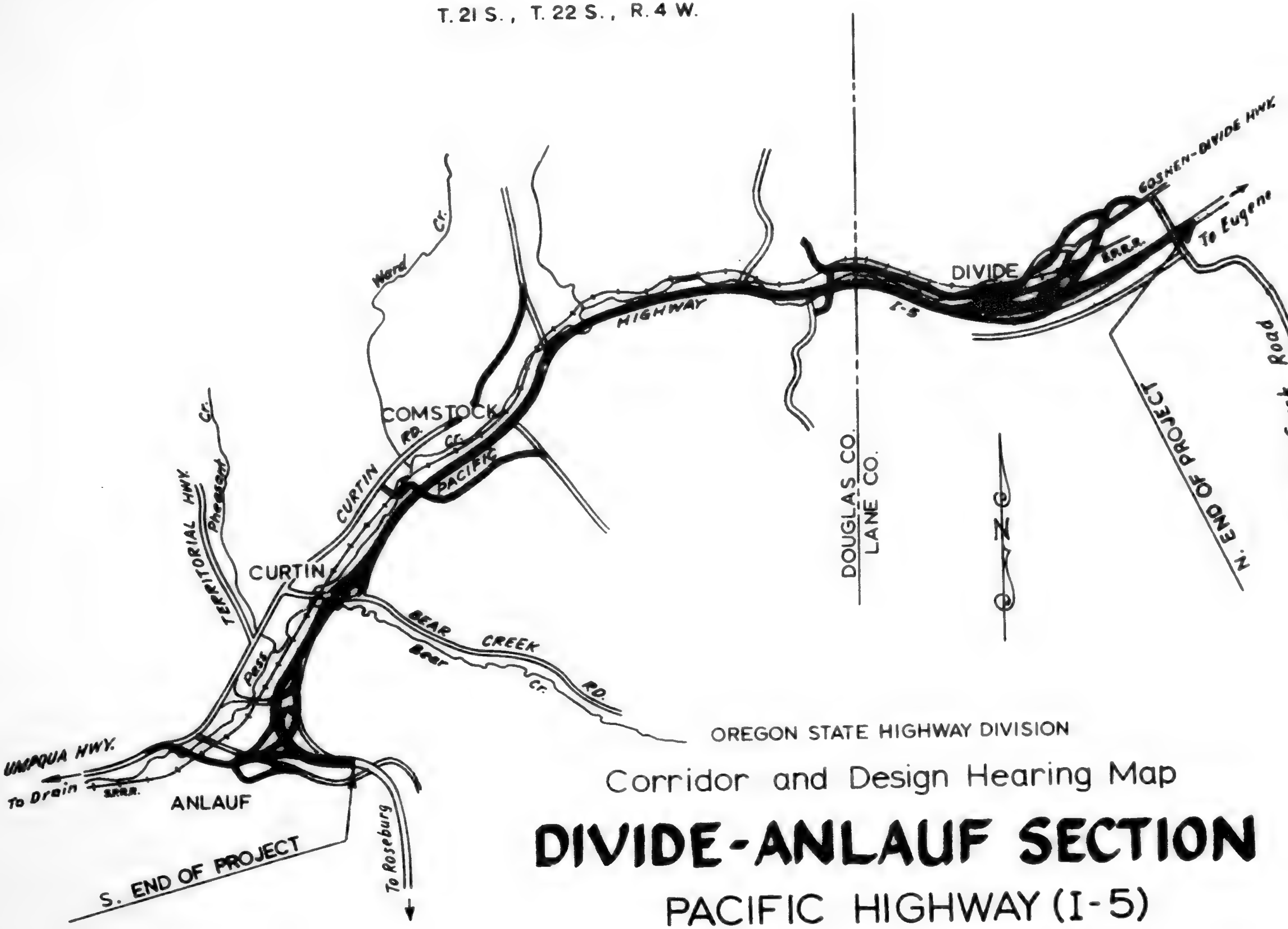
If a meeting or further information is desired pertaining to details regarding this matter, please notify this office immediately; telephone 672-6541, ext. 241, Roseburg.

Very truly yours,

Alfred Shirley Jr.

ALFRED SHIRLEY, JR.
Regional Engineer

RECEIVED
MAY 22 1974
OFFICE
DIRECTOR of TRANSPORTATION


T. 21 S., T. 22 S., R. 4 W.
UMPQUA HWY.
To Drain
S.P.R.R.
ANLAUF
S. END OF PROJECT
To Roseburg
TERRITORIAL HWY.
Pheasant Cr.
Pass
CURTIN
CURTIN RD.
BEAR CREEK RD.
Bear Cr.
COMSTOCK
Ward Cr.
Cr.
PACIFIC
HIGHWAY
DOUGLAS CO.
LANE CO.
I-5
DIVIDE
S.P.R.R.
GOSHEN-DIVIDE HWY.
To Eugene
N. END OF PROJECT
Martin Creek Road
N

OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

DIVIDE-ANLAUF SECTION

PACIFIC HIGHWAY (I-5)

LANE - DOUGLAS COUNTIES

5-8-74

8015

STATE COPY

8

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.
5-94

PROJECT REPORT NO.
3

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

May 16, 1974

TE
OREGON

COUNTY
Lane and Douglas

PROJECT NO.
I-5-3(96)164 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, 0.24 mi. N. of Lane Co. Line, S. 3.84 mi. (MP 168.2 to MP 164.4)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-10-74	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT $ 261,481	FEDERAL FUNDS $ 241,268

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By __________
(Title)

By __________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. V. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer May 16, 1974

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. I-5-3(96)164 Safety

DIVIDE-COMSTOCK SECTION

PACIFIC HIGHWAY IN LANE AND DOUGLAS COUNTIES

Salem, Oregon, May 13, 1974

Project Agreement Estimate.

Type Code Y101
Concrete Median Barrier (Sta. 1048+30 to Sta. 1061+03.93 Bk = 0+00 Ah. to Sta. 190+00)

Mobilization	All Required		$ 21,000.00
Temporary Protection and Direction of Traffic	All Required		4,000.00
Temporary Signs	650 sq.ft.	7.00	4,550.00
Oversize Advance Construction Signs	2 only	2,000.00	4,000.00
Sequential Arrow Signs	2 only	1,500.00	3,000.00
Flagmen	350 hour	4.00	1,400.00
Removal of Structures and Obstructions	All Required		300.00
Metal Median Barrier Connection	70 lin.ft.	23.00	1,610.00
Concrete Barrier	20,500 lin.ft.	9.10	186,550.00
			$226,410.00

Additional Items

Correct Irregular Pavement Surface	All Required	$ 7,500.00
Construction Turnaround	All Required	3,000.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
		$ 11,300.00
	Subtotal	$237,710.00
	Engineering	23,771.00
	Total	$261,481.00

Length of Roadway - - - 0.0 mile

Retained in Program Status

Reflectorized Concrete Barrier	All Required	$ 2,000.00
Permanent Signing	All Required	2,000.00
Permanent Pavement Striping	All Required	3,000.00
Lane Line Reflector Buttons	All Required	7,600.00
	Subtotal	$ 14,600.00
	Engineering	1,460.00
	Total	$ 16,060.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Concrete Median Barrier	$261,481.00	$241,268.00	$ 20,213.00
Retained in Program	16,060.00	14,818.00	1,242.00
Total	$277,541.00	$256,086.00	$ 21,455.00

Group 1 - 100%

Contract No. 8015

Prefix: 610-1045

DIVIDE-COMSTOCK

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,000.00

#8015

4-26-74 CON 8 16
I-5, S.
4
S.P.
Original resent certified mail this date. Cy sent to Marie Stephens.
J

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

~~April 2, 1974~~
5-13-74

CERTIFIED MAIL

NOTED
NOTED JOHN R. OAKES
F. B. KLABOE

Mr. Thoane Addison, Jr.
Lorraine Rt., Box 600
Cottage Grove, OR 97424

Dear Mr. Addison:

The section of I-5 between Anlauf and Divide is the only section of Interstate Highway in Oregon without a median separator. Recent accidents, plus the potential for head-on collision, make it imperative that this situation be corrected.

Therefore, a concrete median barrier will be installed the entire length of the section this summer. All the barrier will be salvaged and used again when the highway is upgraded to full freeway standards.

I realize that this will cause some out-of-direction travel for those living adjacent to this section. Nevertheless, the State Transportation Commission is charged with providing the safest highway facilities possible for the use of all our people and believe that their action is necessary to fulfill that obligation.

RECEIVED
STATE HWY ENGR
MAY 14 74
REFER TO
FOR
Info Invs R/D DIR Sign Act File

It is our hope that the inconvenience caused by this will be tolerable for this interim period while we complete the environmental studies, hold hearings, purchase the necessary right-of-way, and begin construction work to bring this section up to final standards.

Very truly yours,

F B Klaboe

F. B. Klaboe
Administrator and
State Highway Engineer

File will indicate 2 tries by certified mail - no further attempt needed
JB Boyd 5/13/74

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8015

5

bc: Pacific Builder 'ngineer, Inc., Seattle
Daily Journal of ommerce, Seattle & Portland

C. T. Kessey	A. Shirley
Walt Hart	Ellis Jones
Vince Gallagher	William Geibel (SAIF)

May 1, 1974

Stillwell-Gerard Construction Co.
13306 S.E. 30th Street
P. O. Box 186
Bellevue, WA 98005

Gentlemen:

The Oregon Transportation Commission on April 29, 1974, accepted your proposal for work on the Divide-Comstock Section of the Pacific Highway in Lane and Douglas Counties in the amount of $226,410 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways later that same day awarded you the project, which has been assigned Contract No. 8015.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 13, 1974.

You are reminded of the requirements included in the EEO Special Provisions for "On-the-Job Training." The fourth paragraph of the Special Provision requires that you must receive approval of "...the number of trainees to be trained in each selected classification...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js
Enclosures

8015

S

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

Routing
Keasey
Bond
Jackmond
Harwood
Johnson
Walker
Scofield
Glenn
Berg

RECEIVED
APR 24 1974
CONSTRUCTION
SECTION

DATE April 22, 1974

TO C. T. Keasey, Construction Engineer

J H Versteeg

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Divide Interchange
Divide-Comstock Section
Pacific Highway
Lane County

NOTED
Johnson

Attached is a copy of a letter from Klaboe to Lloyd Griggs stating that we will construct a temporary turn-around near the north end of the Divide Interchange structure.

Also attached is a sketch showing our proposals for this project.

The project for the median barrier on the section has been let and there has been included $3000 to cover this turn-around.

It would probably be wise to have Region check this plan to make sure there are no bugs in it and then see that it is constructed prior to the placing of the median barrier. Price Agreement or Force Account

The turn-around is for use by Mr. Griggs' empty logging trucks. It should be a 20 foot top paved connection with 55 feet radii turns.

4-24-74
Bud Shirley —
Please Do.
Keasey

RECEIVED
STATE HWY ENGR
APR 25 '74
REFER TO
FOR
Info Files RID DIR Sign Act File

NOTED
H.S. COULTER

DNS:we
Attachments
cc: F. B. Klaboe
~~A. E. Shirley~~
Victor D. Wolfe
Hal Versteeg

cc:

[illegible]

5

250-K

April 17, 1974

CERTIFIED MAIL

Mr. Lloyd H. Griggs
900 Sweet Lane
Cottage Grove, OR 97424

Dear Mr. Griggs:

Your April 4 letter concerning the Divide-Anlauf Section on I-5 has been reviewed and the interim plan compared to the proposed future plan. I am told that the access to your property under the interim median barrier plan will be somewhat more direct than the future plan for traffic to and from the north and to the south but that traffic coming from the south will have to go to Divide and turn around to get to your property.

I know you would find it somewhat difficult to reverse directions at Divide under the present circumstances. However, in order to make the reverse movement comfortable at Divide, we will install a temporary "turn around" near the north end of the Divide structure. This will still leave about a seven-mile, out-of-direction trip for your empty log trucks, but this is better than the 20-mile trip mentioned in your letter.

I regret the added travel required to do this, but I cannot leave a short opening in the median. The potential hazard of the exposed ends of the guardrail and the reduced sight distance due to the height of the median barrier is too great.

We hope to finalize our Environmental Impact Statement and schedule a public hearing on the upgrading of this section to full freeway standards in June or July. Assuming that the plan is accepted, right-of-way purchasing could probably start in September but it would be late in 1975 before the right-of-way would be acquired so that a contract could be let.

The access road running from Curtin to your property which you mention is still the proposed future method of accessing the properties in that area. The timing of construction of that portion of the contract would presumably be dependent upon the contractor's plan of operations.

As I mentioned in my April 2 letter, we realize this will cause inconvenience and out-of-direction travel for those along the section; however, this is the only section of I-5 in Oregon without a median separator or separation, and recent accidents have made it imperative that this situation be corrected now. The barrier placed now will also be used during reconstruction and will be incorporated in the final construction as part of the finished project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc George M. Baldwin
A. E. Johnson
E. S. Hunter
J. H. Versteeg
Victor D. Wolfe (w/correspondence)
A. E. Shirley (w/correspondence)

ADO:jh ms

900 Sweet Lane
Cottage Grove, Oeegon, 97424
April 13, 1974

Mr. George M. Baldwin
Administrator of Highways
State Highway Building
Salem, Oregon 97310

Dear George:

I received a letter from Mr. Klaboe dated April 2, 1974, and answered it by certified mail on April 4, 1974. I have not received the certified return receipt, so assume my letter may have been lost. I am enclosing a zerox copy of my letter. Would you be so kind as to see that Mr. Klaboe receives it.

I have no objection to the temporary barrier being placed if some provision is made for access to my property. We are cutting timber, and log trucks coming from the South would have to travel an additional 20 miles -- they would have to drive to the Village Green exit to turn around and get in the southbound lanes.

Thanks a lot. The first time I get to Salem I will give you a call.

Sincerely,

Lloyd H. Griggs

RECEIVED
HWY ENGR
APR 16 '74
REFER TO
FOR
Info Sign Act File

RECEIVED
APR 15 1974
OFFICE
DIRECTOR of TRANSPORTATION

lhg/jg

RECEIVED
STATE HWY ENGR
APR 8 74
REFER TO
Denton
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

April 4, 1974
900 Sweet Lane
Cottage Grove, Oregon 97424

1
2

RECEIVED
Requires Reply ☐
Requires Approval ☐
Review & Keep
Return to
Bring Up
Other
ROAD DESIGN

CERTIFIED MAIL

Mr. F. B. Klaboe
Administrator and State
Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

In reply to your letter of April 2, 1974, regarding the placement of a concrete median barrier on I-5 between Anlauf and Divide, I wish to express my opposition to such a barrier being placed at the access to our property located just north of Mile Post 165.

I realize that your department has been attempting to solve safety and access problems on the section of I-5 involved for more than five years. Your engineers have surveyed our property and driven stakes to indicate the location of a proposed access road running from Curtin to the west and then north through our property. We were contacted concerning this over two years ago, and I went along with the then proposed access road location. I was informed that I would be contacted in the near future by one of your right-of-way agents, but this has not occurred. Such an access road, while certainly inconvenient, would permit us to use the west lanes of I-5 to reach Curtin and go in either direction on I-5. The present proposal, on the contrary, would require us to use the south-bound lanes of I-5 to reach Curtin and then to go upon the northerly lanes of I-5 for approximately five miles in order to get back on the south-bound lanes of I-5.

Could you advise me when it is anticipated that the proposed access road will be installed?

Your letter does not mention when it is expected that I-5 will be up-graded to full freeway standards, nor does it say what is involved in this undertaking, nor whether an access will be provided from our property at the time I-5 is actually up-graded. In other words, not even an estimate of time or results is set out in your communication.

Inasmuch as I-5 is straight for almost a mile in front of our property, it would seem to be in order, if decision is final that a median separator be placed in I-5, in this locality, that a temporary opening of 20 to 30 feet could reasonably be left in the median barrier at the location of our present access road. Will this be possible?

I would like to discuss this with you at your early convenience.

Sincerely,

Lloyd H Griggs
Lloyd H. Griggs

RECEIVED
APR 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Blue

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 2, 1974

CERTIFIED MAIL

See Attached Sheet

The section of I-5 between Anlauf and Divide is the only section of Interstate Highway in Oregon without a median separator. Recent accidents, plus the potential for head-on collision, make it imperative that this situation be corrected.

Therefore, a concrete median barrier will be installed the entire length of the section this summer. All the barrier will be salvaged and used again when the highway is upgraded to full freeway standards.

I realize that this will cause some out-of-direction travel for those living adjacent to this section. Nevertheless, the State Transportation Commission is charged with providing the safest highway facilities possible for the use of all our people and believe that their action is necessary to fulfill that obligation.

It is our hope that the inconvenience caused by this will be tolerable for this interim period while we complete the environmental studies, hold hearings, purchase the necessary right-of-way, and begin construction work to bring this section up to final standards.

Very truly yours,

ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Administrator and
State Highway Engineer

bc: Richard O. Eymann
Betty Browne
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
Alfred Shirley
R. B. Si ell
J. B. Boyd

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Mr. Thoane Addison, Jr.
Lorraine Rt., Box 600
Cottage Grove, OR 97424

✓ Mr. Robert Derrick
Lorraine Rt., Box 571
Cottage Grove, OR 97424

✓ Mr. Gilbert Costin
Lorraine Rt., Box 571
Cottage Grove, OR 97424

✓ Mr. David Flatt
Lorraine Rt., Box 570
Cottage Grove, OR 97424

✓ Mr. Dale Johnson
Lorraine Rt., Box 601
Cottage Grove, OR 97424

✓ Mr. Albert Irvine
244 North G Street
Cottage Grove, OR 97424

Mr. Jack Holbrook
Lorraine Rt., Box 610
Cottage Grove, OR 97424

✓ Mr. John Ikolo
Mr. Frank Trader
Wards Butte Road
Cottage Grove, OR 97424

✓ Mr. Dale Black
Curtin, OR 97428

✓ Mr. Lloyd Griggs
900 Sweet Lane
Cottage Grove, OR 97424

Mr. I. R Lawrence
Lorraine Rt., Box 590
Cottage Grove, OR 97424

✓ Longview Fibre Company
Longview, WA 98632

✓ Willamette Lumber Company
Dallas, OR 97338

✓ Cone Lumber Company
Goshen, Oregon 97401

✓ Robert W. Straub
2087 Orchard Heights Rd., N.W.
Salem, Oregon 97304

8015

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-16-74

[illegible]3(96)164

STATE PROJECT NO.
DIVIDE-COMBTOCK SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-780

COUNTY NAME
DOUGLAS AND LANE

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENG
APR 17 '74
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
APRIL 10, 1974	APRIL 10, 1974	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

NOTED
E. S. HUNTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* CORRECT IRREGULAR PAVEMENT SURFACE $7,500.00
ON THE JOB TRAINEE $800.00

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S APRIL 8, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

I CONCUR THAT IT IS IN THE PUBLIC INTEREST TO COMPLETE THIS WORK AS SOON AS POSSIBLE AND THEREFORE APPROVE A TWO WEEK ADVERTISEMENT PERIOD AS REQUESTED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

4-18-74
original & title sheet
to Larry Rulien

RECEIVED
APR 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY [illegible]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-16-74		DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8015

Mr. Stephen Stock
Box 609, Lorane Rt.
Cottage Grove, OR 97424

April 15, 1974

Dear Mr. Stock:

The proposed concrete median installation project from Divide to Comstock has been advertised and bids are scheduled to be opened Thursday, April 25.

I can appreciate the hardship this project will work on you, as well as several others who will be required to travel extra distance because of not being able to make a median crossing.

It has been determined, however, that the accident experience, involving fatalities, through the unprotected median section must outweigh the inconvenience and extra fuel cost to those who live along the way.

The only consolation we have is that your inconvenience will be relatively temporary. Although we can't guarantee it, it is anticipated the final reconstruction project will be underway within two years.

I hope you agree the savings in personal injury accidents and probably additional fatalities is worth the price that must be paid.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

AS/JXW/cw

cc F. B. Klaboe ✓
H. S. Coulter
C. T. Keasey

NOTED
H.S. COULTER

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
APR 18 '74
REFER TO
FOR

Info	Pres	R.D	D.R	S.En	Act	File

Stephen Stock
Box 609, Lorane Rt.
Cottage Grove, Ore. 97424

April 9, 1974

Mr. Alfred Shirley
Region Engineer, Oregon State Highway Division
Roseburg, Oregon

O O#

Dear Mr. Shirley:

I hereby request that the construction of the divider strip along Interstate Five, between Cottage Grove and Curtin, not be completed until a suitable frontage road is provided to serve the residents and property owners along the affected portion of I-5.

My reason for making this request is as follows:

The proposed divider (minus frontage road) would add about seven miles to the return trip from Cottage Grove or any other point to the north for residents living off Wards Butte Lookout Road. Since Cottage Grove is the nearest shopping area and principal point of employment for local residents, the added mileage becomes considerable and would constitute quite a hardship in these times of fuel shortages.

I hope that you decide to bring the interstate system up to standards by _first_ building the required frontage roads and _then_ putting in the median strips.

Sincerely
Stephen P. Stock

April 9, 1974

CERTIFIED MAIL

Mr. Steve Stock
609 Lorane Route
Cottage Grove, OR 97424

Sent for info from P/W

Dear Mr. Stock:

The section of I-5 between Anlauf and Divide is the only section of Interstate Highway in Oregon without a median separator. Recent accidents, plus the potential for head-on collision, make it imperative that this situation be corrected.

Therefore, a concrete median barrier will be installed the entire length of the section this summer. All the barrier will be salvaged and used again when the highway is upgraded to full freeway standards.

I realize that this will cause some out-of-direction travel for those living adjacent to this section. Nevertheless, the State Transportation Commission is charged with providing the safest highway facilities possible for the use of all our people and believe that their action is necessary to fulfill that obligation.

It is our hope that the inconvenience caused by this will be tolerable for this interim period while we complete the environmental studies, hold hearings, purchase the necessary right-of-way, and begin construction work to bring this section up to final standards.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: Richard O. Eymann
Betty Browne
George M. Baldwin

bbc: A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
Alfred Shirley, Jr.
R. Si[illegible]rell
J. B. [illegible]oyd

8C15

5

U. S. DEPARTMENT OF TRANSPORTAT - FEDERAL HIGHWAY ADMINISTRATION

4-11-74

LETTER OF APPROVAL AND/OR AUTHORIZATION

F RAL AID PROJECT NO.: 1-5-3(97)162

STATE PROJECT NO.: COMSTOCK-ANLAUF SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: 1-781

COUNTY NAME: DOUGLAS

PROGRAM STAGE (Check) ☒ 1. ☐ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
APR 12 '74
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: APRIL 11, 1974

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 5

STATE ROUTE NUMBER: PACIFIC HIGHWAY #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED, UNDER STAGE 1 PROVISIONS, TO PROCEED WITH THE ACQUISITION OF FILE NUMBER 47853 AS REQUESTED IN MR. RULIEN'S 4-8-74 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

FILE #47853
☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:
STAGE 1 AUTHORIZATION ESTABLISHES A DATE ON OR AFTER WHICH ELIGIBLE COSTS MAY BE REIMBURSED FROM AVAILABLE FEDERAL FUNDS IF THE WORK IS SUBSEQUENTLY ADVANCED TO STAGE 2 STATUS.

FEDERAL FUNDS WILL PARTICIPATE UNDER THE PROTECTIVE BUYING PROCEDURES IN THE COST OF ACQUIRING THE TWO (2) ACRES NEEDED FOR THE PROPOSED HIGHWAY PROJECT. IN THE EVENT THE STATE CAN NEGOTIATE ACQUISITION OF THE REMAINDER 4.4 ACRES, FEDERAL FUNDS WILL PARTICIPATE ON THE BASIS OF PARAGRAPH 5q, PPM 80-1, DATED 4-17-72.

NOTED
R. I. S[illegible]

RECEIVED
APR 15 1974
Office of
Assistant State Highway Engineer

DATE: 4-11-74

SIGNATURE OF APPROVING OFFICIAL:

TITLE: fe DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Original to Rulien 4-15-74 ✓
Copy to Boyd

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 4-18

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-9-74

BY (Signature): L. W. RULIEN'S 4-4-74 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 780 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
780	1-5-3(96)164	0.0	450,000	415,200	DIVIDE-COMSTOCK SECTION DOUGLAS & LANE COUNTIES STATE OF OREGON	G.M. MEDIAN BARRIER

NOTED
E. S. HUNTER

RECEIVED
APR 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
APR 10 74
REFER TO
FOR
Info | Inves | D/D | D/R | Sign | Act | File

REMARKS (Division)

CONCUR THAT THE NEGATIVE DECLARATION FOR SAFETY PROJECTS DATED 12-5-73 AND CONCURRED IN BY FHWA-OREGON DIVISION 12-17-73 APPLIES TO THE SUBJECT PROJECT AS PROGRAMED.

4-11-74
original to L. W. Rulien

NOTED
A. E. JOHNSON

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		4-9-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-6388

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

April 8, 1974

The Honorable Richard O. Eymann
State Representative
212 State Capitol
Salem, Oregon 97310

Dear Dick:

You recently wrote regarding the status of the project for improving the undivided portion of Interstate 5 known as the Divide-Comstock Section.

The Highway Division has recognized the need for improvement of this section and the project is well underway; however, with the involvements of environmental impact statements, the selection of material sources, the purchase of right-of-way and all of the other many involvements, it is anticipated that the total reconstruction project cannot be contracted before the second half of 1975.

We have, however, obtained approval from the Federal Highway Administration for a project to install a concrete median barrier with full participation under the Federal-aid Interstate program. Bids for this project will be received April 25, 1974.

The concrete median barrier will be installed on styrofoam pads and since it is precast in short sections, it will be useable on the final project.

You also raised the question of installing raised and reflectorized traffic line markers. Ordinarily these are not used on sections requiring regular snowplowing as they are either damaged or completely removed by the snowplows. In this case, however, I feel that they would be beneficial and they will be installed this year along with the median barrier.

Sincerely,

George M. Baldwin
Director of Transportation

bc Sam R. Haley
F. B. Klaboe
E. S. Hunter
Victor D. Wolfe
R. B. Sipprell

ESH:jf fn

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
APR 8 '74
REFER TO
FOR
Info | File

Richard O. Eymann
SPEAKER

HOUSE OF REPRESENTATIVES
212 STATE CAPITOL
SALEM, OREGON 97310

March 18, 1974

RECEIVED
STATE HWY ENGR
MAR 25 '74
REFER TO
Hunter
FOR
Info | Sign | Act | File

NOTED
A. E. JOHNS

F. B. Klaboe
Administrator
State Highway Engineer
Oregon Department of Transportation
3040 25th St. SE
Salem, Oregon 97310

Dear Mr. Klaboe:

Enclosed you will find a copy of a letter I have just received from Raymond A. Mullen, Superintendent of the South Lane School District, 45J3. The letter pretty well speaks for itself and, of course, touches upon the important topic of improvement of I-5 south of Cottage Grove.

I believe that Mr. Mullen's letter describes the problem faced by the school district as well as other users of the highway south of Cottage Grove. As Mr. Mullen indicated, you can probably expect further communications from the South Lane School District about this matter.

I appreciate the work that is required to bring about the completion of I-5 in that area and the planning and construction that is necessary to bring that particular section of the highway up to federal standards. I also understand that it could take as much as two years between now and then before this work can be carried out. I would like to urge agin, however, that the Highway Division explore possible ways to install a temporary divider up until the time that the full project can be carried out. I believe such a step would be in the public interest and also possibly avert serious accidents that might occur between now and then.

Sincerely,

Richard Eymann

Richard O. Eymann
Speaker of the House

RECEIVED
MAR 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ROE:cm
Enc. 1

he Heart of Oregon's Lumber Indu

South Lane School District 45J3
103 South Fifth Street
Cottage Grove, Oregon 97424

PHONE
503 942-3381

BOHEMIA MINING DAYS
HOME OF
BOHEMIA MINING DAYS

March 14, 1974

Richard O. Eymann
Speaker of the House
House of Representatives
212 State Capitol
Salem, Oregon 97310

Dear Dick:

Your prompt response to the I - 5 situation from the southerly Cottage Grove exit to the Curtin exit is very much appreciated by us in the South Lane School District. We have been urging the Department of Transportation to set up their schedule for improvements to meet Federal standards for this section of I - 5. It has been our experience that they keep postponing the date for refurbishing. Your voice in the matter cannot but help achieve this much needed highway improvement.

Since late May of 1973, the School District has leased the Curtin facility from the North Douglas District. We transport daily about 160 children over this section of freeway. We expect to continue doing this until at least June of 1976, perhaps much longer. For several years prior to that we have operated a vehicle on a shorter part of the freeway section in question.

I plan to bring this matter before our Board of Education later this month. I also plan to seek a resolution supporting the improvements suggested in your letter to Mr. Baldwin. There is no doubt in my mind that our Board will support the issue of I - 5 improvements. You may rest assured that you will hear from us again in the near future.

Again, let me express our appreciation for your help. I know that I speak for many parents, as well, who have raised the safety question with us.

Sincerely,

Ray Mullen

Raymond A. Mullen
Superintendent

RAM:elp

Richard O. Eymann
SPEAKER

HOUSE OF REPRESENTATIVES
212 STATE CAPITOL
SALEM, OREGON 97310

March 13, 1974

Noted
GEORGE M. BALDWIN

RECEIVED
STATE HWY ENGR
MAR 13 '74
REFER TO
FOR
Info | Memo | R/D | DIR | Sign

3-14-74

Mr. George Baldwin
Director
Department of Transportation
Room 307, Highway Building
Salem, Oregon 97310

Dear George:

I would like to make an inquiry as to the status of improvements on "I-5", the Pacific Freeway between the Lane-Douglas County Line and the four miles of "non-divided" highway extending to the Curtin intersection.

This area has become of immediate concern to the residents of Cottage Grove and South Lane County because of a serious accident which took place early today (March 13, 1974) involving multiple vehicles. It is my understanding that this costly accident might have been mostly avoided had there been a mid-highway traffic separator in place to prevent the merging of traffic across the freeway.

I understand, of course, that this near four-mile section of the freeway is recognized as substandard and is soon to be improved. I would like to ask that the Highway Division consider the possible erection of temporary barriers so that north and south-bound lanes of the freeway might be kept from merging. ① I would also like to ask the date for planned permanent improvement of this section of I-5 to a standard federal highway. ② Could this date be advanced? ③

Residents of Cottage Grove are also concerned about this area of highway because, as I understand the situation, school children are transported to the Curtin school each day and this portion of the undivided highway is a matter of concern to school patrons of the area.

On the matter of highway safety, I have also received a request concerning reasons why built-in highway reflectors

RECEIVED
MAR 15 1974
LOCATION SECTION

RECEIVED
MAR 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

had not been installed along the right and left lanes of I-5, as an engineering safety measure. Such built-in reflectors, for example, are in place in the Murder Creek section of I-5 near Albany. ④

Thank you in advance for your cooperation.

Sincerely,

Richard O. Eymann

Richard O. Eymann
Speaker of the House

ROE:cm

RECEIVED
MAR 14 1974
OFFICE OF
DIRECTOR of TRANSPORTATION

8015

5

April 4, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-3(96)164

We are submitting program data for one Interstate Project, Item No. 780, Project No. I-5-3(96)164, "Divide-Comstock Section", which we desire to have included in the Federal-aid Interstate Highway Program.

This project qualifies as a "Safety Improvement Projects" under the provisions of paragraph 4a of PPM 21-16 as the work is for the correction of a condition identified as hazardous in the AASHO report, "Highway Design and Operational Practices Related to Highway Safety".

Statewide "Negative Declaration" for safety improvement projects (Interstate) received FHWA concurrence on December 17, 1973.

The project is exempt from State Clearinghouse and District 5 and 6 Clearinghouse reviews under working agreements dated April 28, 1970, September 22, 1970 and May 28, 1971, respectivly.

Public hearings are not required for this project under the provisions of paragraph 6c of PPM 20-8.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety," constitute design approval for safety improvement work of this type. Therefore, design approval is considered given for the project prior to January 18, 1969, the effective date of current PPM 20-8.

We desire to receive bids for this project as of April 25, 1974, for we feel that it is in the public interest to complete this installation of median barrier as soon as possible for there is and urgent need to provide, along this section of highway, immediate protection from cross median type accidents with their inherent property damage, personal injury and fatalities as indicated in our letter of March 27, 1974, and shown on the enclosed copy of the collision diagram. Since the work is not of a complicated nature we feel that a two week advertising period is sufficient, therefore, we request your approval of a two week minimum advertising period for this project.

Enc.

JG:lsk

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of ____________ County Douglas - Lane
Intersection of Pacific Hwy and Curtin-Divide Sec.
Highway Number 1(I5) MP. 164.40 - MP. 168.10
Period Covered 1-1-67 1-31-74
Compiled by ______ Drawn by ______ Date 3-26-74

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

Fatals:

MP. 166.60 8-26-70 4:00 A.M.
Clear, Dry, Dark 1K
Sbd. car traveled along shoulder on curve, ran off road, struck boulder

MP. 164.70 7-16-72 2:00 P.M.
Clear, Dry, Light 1K 3 Inj.
Sbd. Trailer swerved to Nbd. lanes, struck Nbd. car

MP. 167.91 9-2-72 2.40 P.M.
Clear, Dry, Light 1K 1 Inj.
Nbd. Car swerved into Sbd. lanes, struck car with trailer, forced head-on into Sbd. Truck Trailer

MP. 166.24 7-14-73 8:33 P.M.
Clear, Dry, Light 1K
Nbd. car avoiding Nbd. car making U-Turn skidded across Sbd. lanes, overturned

- ◁---- Path of Pedestrian
- ← Path of Vehicle
- ←----- Path of Animal
- ← Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ☐ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

8 Mos-1969 Available

Collision Type	1967-1969				1970-1971				1972				1973-1 Mo. 1974				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on		1		1										1		1		2		2
Rear-end			3	3		2	1	3			1	1						2	5	7
Sideswipe		1	3	4		1	2	3	2	2		4					2	4	5	11
Turning Movement		2		2		1		1						1		1		4		4
Parking																				
Non-collision		5	8	13	1	3	3	7		1	4	5	1	1	1	3	2	10	16	28
Fixed Object		2		2							2	2		1	3	4		3	5	8
Pedestrian																				
Backing																				
Misc.			2	2			3	3											5	5
TOTAL		11	16	27	1	7	9	17	2	3	7	12	1	4	4	9	4	25	36	65

Form E-261-6-70

U.S.

FORM PR-1
(REV. 4-61)

FEDE AL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 4-4-74

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter c I-5, 0.24 mi. N of Lane Co. Line, S 3.84 mi.	ADT	SENT 13,200	FUTU 20,800	YEAR 94	REGION 10	STATE NAME OREGON
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) GM Median Barrier	NTL. FOREST			EMER... YR.	PL. AUTH YR	PREFIX LETTER(S) I-	PROJECT NUMBER 5-3
CARD	CLASS OF FEDERAL FUNDS Interstate				COUNTY NAME Douglas & Lane			COD 019
	NAME OF URBAN AREA ---				ROUTE NO. I	FEDERAL-AID I-5	STATE 1	U.S. I-5

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43		(54)	(59)	(66) (67)	(70)		
5					PE		I-5, 0.24 mi. N of Lane Co. Line, S 3.84 mi. (MP 168.2 to MP 164.4)					
5					ROW							
5					CONST (CODE) (Safety) Y101		"Divide-Comstock Section"	0.0	450,000	415,200	34,800	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	450,000	415,200	34,800
1	14	PROGRAM APPROVAL DATES		(16)	(23) (24)	(33)	

REMARKS Additional Data: Item N
Project Nos. I-5-3(3)163
respectively.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S.

4-4-74

ECT LOCATION (45 typewriter spaces) 5, 0.24 mi. N of Lane Co. Line, S 3.84 mi.	ADT	PRESENT 13,200	FUTURE 20,800	YEAR 94	REGION 10	STATE NAME OREGON	41	042	780

ORK (35 typewriter er	NATL. FOREST	EMERG. YR.	PL. AUTH YR.	PREFIX LETTER(S) I-

PROJECT: 5-3 (96) 164 --

Interstate

COUNTY NAME: Douglas & Lane 019

ROUTE NO. I FEDERAL-AID I-5 STATE 1 U.S. T.F

☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED (Full description)
E		I-5, 0.24 mi. N of Lane Co. Line, S 3.84 mi. (MP 168.2 to MP 164.4)						Install prec[illegible] enc. GM median barrier.
OW								
NST se) afety) Y101		"Divide-Comstock Section"	0.0	450,000	415,200	34,800		ROW - 250' normal; Access control - full; Parking restrictions - complete.
		PROJECT TOTALS	0.0	450,000	415,200	34,800		

OVAL DATES

REMARKS Additional Data: Item Nos. B-13 & I-[illegible];
Project Nos. I-5-3(3)163 & I-5-3(11)145,
respectively.

-OVER-

DIVIDE-COMSTOCK SECTION

PROJECT NO. I-5-3(96)164

REMARKS - continued

Project Data: Install precast concrete GM median barrier.

NOTE: This is a safety project initiated as a stopgap measure to provide immediate protection from cross median type accidents along this section until it is updated, under a future project or projects, to present day Interstate Standards, at which time the barrier will be reinstalled in its permanent position.

This project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4a of PPM 21-16.

PPM 90-1 Requirements: Statewide "Negative Declaration" for safety improvement projects (Interstate) concurred in by FHWA on December 17, 1973.

A-95 Review: Exempt from State Clearinghouse and District 5 and 6 Clearinghouses reviews and comments under working agreements dated April 28, 1970, September 22, 1970 and May 28, 1971, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Design Approval: FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety," constitutes design approval for work of this type. Therefore, design approval is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

NOTE: (1) On-the-job trainees, as set forth if FHWA Order Interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

(2) The project is in Congressional District No. 4.

(3) Any of the seven items set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the negative declaration.

Data for PR-37:

Lane County - - - - - -	Est. Cost	$ 28,000
Douglas County - - - -	Est. Cost	$422,000

-8015

8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

RECEIVED
STATE HWY ENGR
APR 2 '74
REFER TO
FOR
Info [illegible] JD DR [illegible] Act File

April 2, 1974

Mrs. Harriet Civin
Secretary to Senator Betty Browne
2765 Spring Boulevard
Eugene, Oregon 97403

Dear Harriet:

In answer to your inquiry to me Friday on behalf of Senator Browne for information on accident statistics on that section of I-5 which was the subject of a news article in the Register-Guard March 22, I enclose a copy of a tabulation recently prepared in our Traffic Engineering Section listing the four fatalities that occurred on this stretch between 1970 and 1973. Also at the bottom of the sheet is a listing of the 64 total accidents that occurred from 1967 through November 1973. Obviously, neither list includes the most recent fatality which occurred March 13 of this year. The accident rates quoted in the news story, both as to total accidents and fatalities, are correct.

Your other question concerned what we have planned to help reduce accidents on this 4-mile section. We have been working on this problem for some time with a view for providing some temporary relief pending complete reconstruction of the section which is still probably a minimum of two years away. Just this week we have received word from the Federal Highway Administration of their approval of a plan to erect a temporary concrete median barrier. We hope to have this project worked up so that we may take bids on it at the next scheduled bid letting on the 25th of this month; if not, bids will be received on the project next month.

A sketch of a proposed typical section showing the concrete median barrier is attached. This barrier would be placed on a styrofoam pad and would be salvaged at such time as the section is reconstructed to full freeway standards some time in the future.

I trust this will give Betty sufficient information to answer any questions she may get at her forthcoming Cottage Grove appearance.

Sincerely,

R. B. Sipprell
Liaison Engineer

RBS:ob
Attachment
cc - George Baldwin
F. B. Klaboe ✓
A. E. Johnson
E. S. Hunter

P. S. Attached is acopy of a news release that is going out today.

80.5

File

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 2, 1974

CERTIFIED MAIL

See Attached Sheet

The section of I-5 between Anlauf and Divide is the only section of Interstate Highway in Oregon without a median separator. Recent accidents, plus the potential for head-on collision, make it imperative that this situation be corrected.

Therefore, a concrete median barrier will be installed the entire length of the section this summer. All the barrier will be salvaged and used again when the highway is upgraded to full freeway standards.

I realize that this will cause some out-of-direction travel for those living adjacent to this section. Nevertheless, the State Transportation Commission is charged with providing the safest highway facilities possible for the use of all our people and believe that their action is necessary to fulfill that obligation.

It is our hope that the inconvenience caused by this will be tolerable for this interim period while we complete the environmental studies, hold hearings, purchase the necessary right-of-way, and begin construction work to bring this section up to final standards.

Very truly yours,

ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Administrator and
State Highway Engineer

bc: Richard O. Eymann
Betty Browne
George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
Alfred Shirley
R. B. Sipprell

Mr. Thoane Addison, Jr.
Lorraine Rt., Box 600
Cottage Grove, OR 97424

Mr. Robert Derrick
Lorraine Rt., Box 571
Cottage Grove, OR 97424

Mr. Gilbert Costin
Lorraine Rt., Box 571
Cottage Grove, OR 97424

Mr. David Flatt
Lorraine Rt., Box 570
Cottage Grove, OR 97424

Mr. Dale Johnson
Lorraine Rt., Box 601
Cottage Grove, OR 97424

Mr. Albert Irvine
244 North G Street
Cottage Grove, OR 97424

Mr. Jack Holbrook
Lorraine Rt., Box 610
Cottage Grove, OR 97424

Mr. John Ikolo
Mr. Frank Trader
Wards Butte Road
Cottage Grove, OR 97424

Mr. Dale Black
Curtin, OR 97428

Mr. Lloyd Griggs
900 Sweet Lane
Cottage Grove, OR 97424

Mr. I. R Lawrence
Lorraine Rt., Box 590
Cottage Grove, OR 97424

Longview Fibre Company
Longview, WA 98632

Willamette Lumber Company
Dallas, OR 97338

Cone
~~Cole~~ Lumber Company
Goshen, Oregon 97401

Robert W. Straub
2087 Orchard Heights Rd., N.W.
Salem, Oregon 97304

E-619—(Rev. 7-71)

OREGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

To John Oakes

From judy

File No.

Subject Divide - Anlauf

Date 4-2-74

Cone Lumber Company
Goshen
Oregon 97401

Mr. Straub does own all of Section 22, Township 21 South, Range 4 West W.M.

per Roseburg Regional Right of Way Supervisor Virgil Wilson.

j

BSB LRW 6 4-2-74 8-15 AM

ADELE EGAN

THE FOLLOWING LISTED PEOPLE WILL BE DIRECTLY AFFECTED BY THE CONSTRUCTION OF A MEDIAN GUARD ON THE DIVIDE-COMSTOCK SECTION.

THOANE ADDISON, JR.
XDAA+8X/
LORRAINE RT. BOX 600
COTTAGE GROVE, OREGON 97424

ROBERT DERRICK
LORRAINE RT. BOX 571
COTTAGE GROVE, OREGON

GILBERT COSTIN
LORRAINE RT. BOX 571
COTTAGE GROVE, OREGON

DAVID FLATT
LORRAINE RT. BOX 570
COTTAGE GROVE, OREGON

CONE LUMBER CO. not on card

DALE JOHNSON
LORRAINE RT. BOX 601
COTTAGE GROVE, OREGON

ALBERT IRVINE
244 N. G STREET
COTTAGE GROVE, OREGON

WILLAMETTE LUMBER COGM ✓
DALLAS, OREGON

JACK HOLBROOK
LORRAINE RT. BOX 610
COTTAGE GROVE, OREGON

XXXNIX

JOHN IKOLO
FRANK TRADER - CP
WARDS BUTTE RD.
COTTAGE GROVE, OREGON

LONGVIEW FIBRE CO. ✓ 98632
LONGVIEW, WASHINGTON

DALE BLACK
CURTIN, OREGON

LLOYD GRIGGS
900 SWEET LANE
COTTAGE GROVE, OREGON

I. R. LAWRENCE
LORRAINE RT, BOX 590
COTTAGE GBOVE, OREGON

8015

s

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE April 1, 1974

TO File

FROM F. B. Klaboe, Administrator
and State Highway Engineer

FBK

SUBJECT Median Barrier - Divide to Anlauf
Interstate 5

I discussed the matter of a median barrier between Divide and Anlauf on I-5 with Chairman Jackson. He instructed me to proceed with the installation as soon as possible.

FBK:ms
cc George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
Alfred Shirley

Form FHWA 121 (Rev. 5-73)

8015

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: March 28, 1974

In reply refer to: 10-41-B

SUBJECT: Oregon Project I-5-3(-)164
Divide-Comstock Section
Median Barrier Installation

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By March 27, 1974 letter Mr. Trout requested approval to install precast concrete median barrier on subject project.

Placement of the median barrier at this time provides immediate protection from cross median type accidents. In addition the barrier can be used during stage construction and can be readily incorporated in the project when upgraded to Interstate standards.

It is agreed that installation of the barrier at this time is very desirable and that it will provide needed protection for the motorist until construction to Interstate standards is achieved. Accordingly, temporary installation of the median barrier at this time with subsequent incorporation in the project when upgraded to Interstate standards is considered in the public interest and is hereby approved.

G. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
MAR 29 '74
REFER TO
E. S. Hunter
FOR
Info [illegible] R/D D/R Sign [✓ Act] File

NOTED
E. S. HUNTER
cc Rubin
Westing
4-2-74

RECEIVED
APR 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 27, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Median Barrier
Divide-Comstock Section
Pacific Highway (I-5)
Lane and Douglas Counties

As a result of another fatal accident on the above section we have been requested to expedite the installation of a median barrier from the end of the divided section south of the Divide Interchange to the beginning of the existing median barrier north of the Curtin Interchange. This is from approximately M.P. 164.4 to M.P. 168.1.

Currently the section from Divide Interchange southerly through the Anlauf Interchange is in the preliminary design stage. The field work is complete and the job is in the Location Section being prepared for the public hearing. The Draft Environmental Impact Statement is being prepared; however, it will be a few months, at least, before it will be ready. The public hearing will presumably be held as soon as the draft EIS has been circulated. Assuming the most optimistic view of right of way purchases it would be the 1976 construction season before a contract could be awarded and presumably late 1977 before completion.

From 1967 until December of 1973 there were 64 accidents of record on this section, with 17 indicated as crossing the median. Since 1970 there have been four fatal accidents, three involved with crossing the median. Statistically this is not a high accident rate but it is a higher than normal fatality rate.

RECEIVED
MAR 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Our preliminary estimate for this work would be approximately $450,000 utilizing the attached typical section. At this time it would appear that the dimensions indicated are available throughout the project and it is our feeling that this section would be appropriate on the short term basis.

We would propose to immediately prepare plans to place a precast concrete median barrier through this 3.7 mile section. This would provide immediate protection for across-median accidents and would be on the site for stage construction during the contract and for incorporation in the final project. Much of the initial costs would be recoverable in the end product.

This would be in the public interest and we request your consideration and concurrence in this proposal.

Very truly yours,

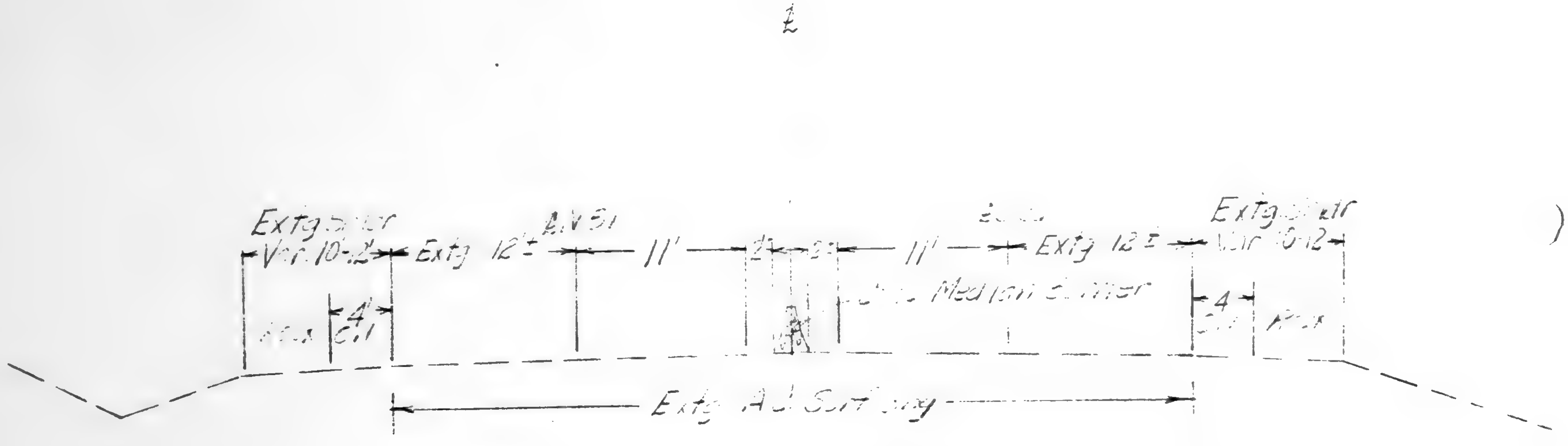
F. B. Klaboe, Administrator
& State Highway Engineer
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

for J. H. Versteeg
Road Design Engineer

Attachment

ADO:jh
cc: E. S. Hunter


℄
Extg Shldr
Var. 10-12
Extg 12'±
11'
2'
3'
11'
Extg 12'±
Extg Shldr
Var 10-12
4'
C.I.
4
Median Barrier
Extg AC Surfacing

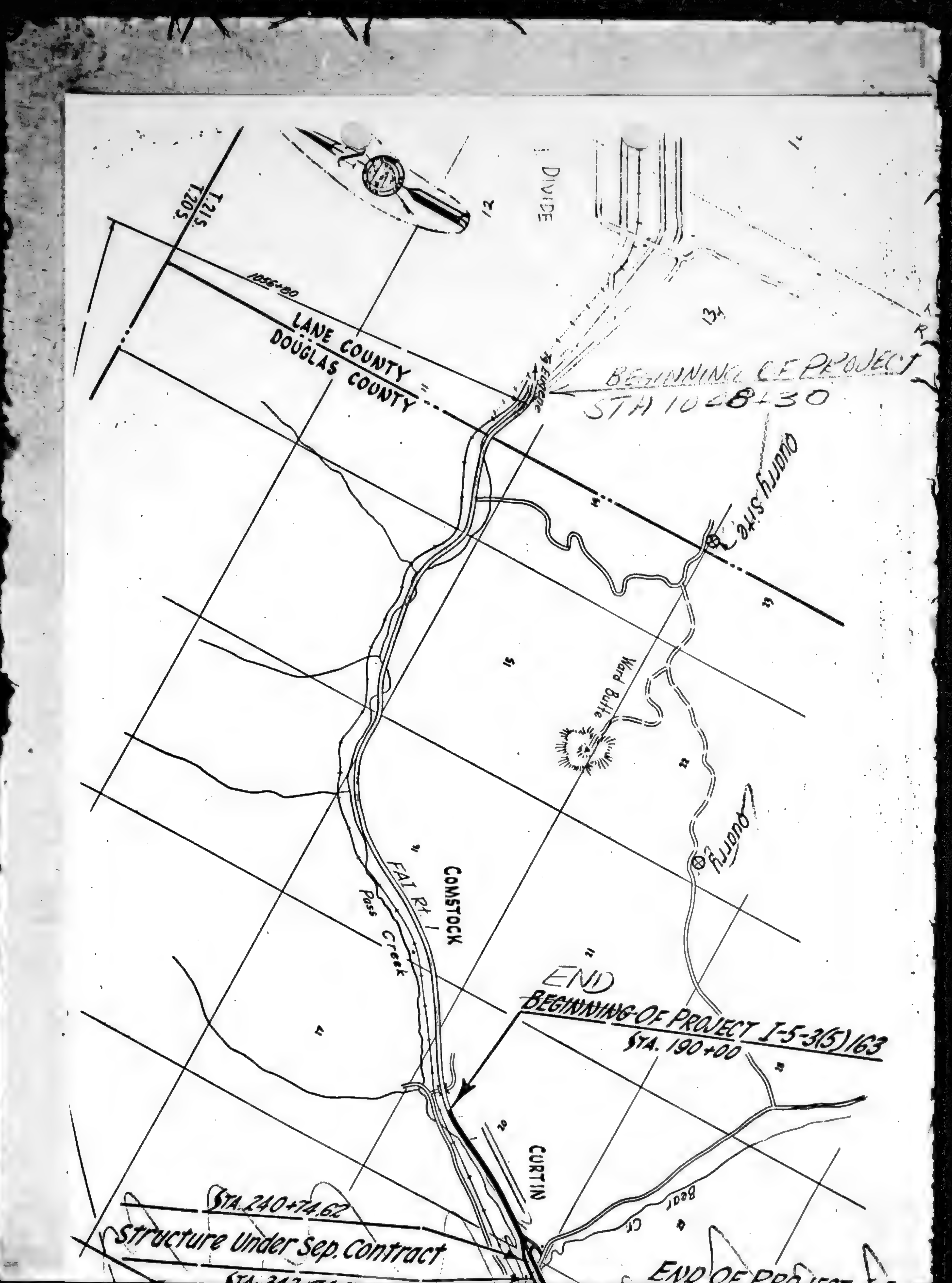
STA 1046+05 To STA [Eq 1041+08.5 [illegible]]

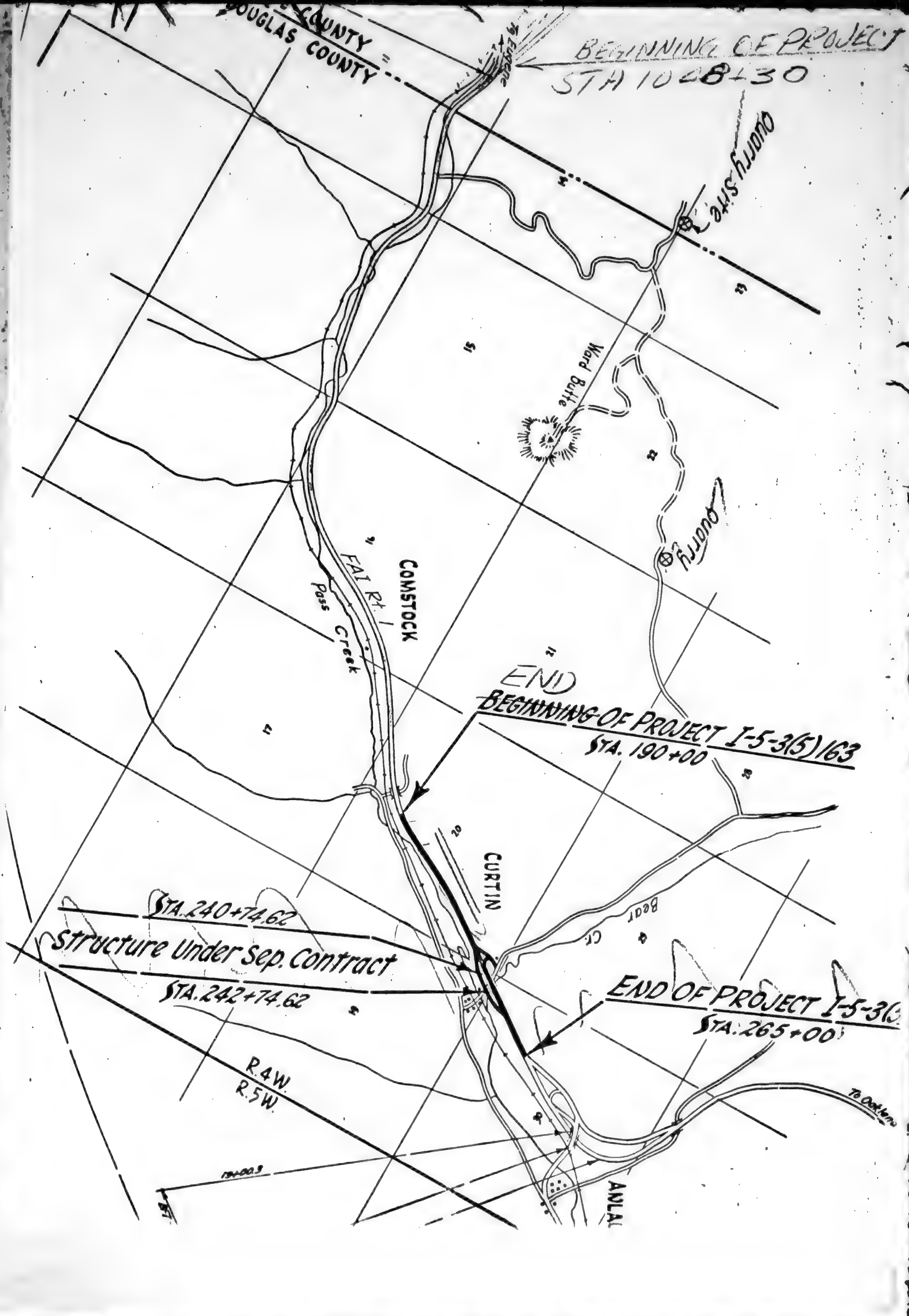
0+00 110+00

Proposed Typical Section

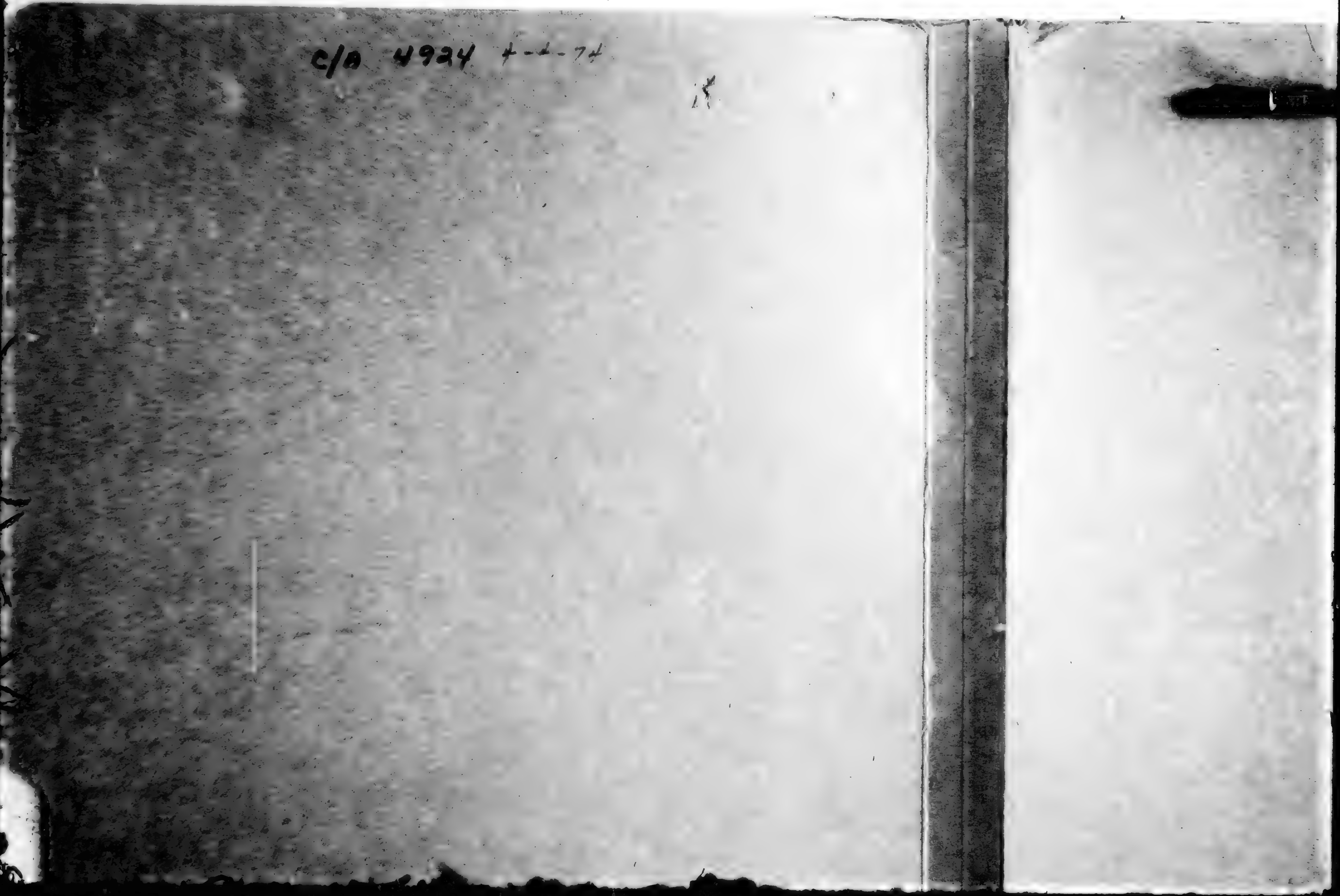
Divide - Comstock Sec

Pacific Highway


DIVIDE
12
T.20S.
T.21S.
1056+80
LANE COUNTY
DOUGLAS COUNTY
To Eugene
BEGINNING OF PROJECT
STA 1028+30
13
Quarry Site
15
Ward Butte
22
Quarry
COMSTOCK
FAI Rt. 1
Pass Creek
END
~~BEGINNING~~ OF PROJECT I-5-3(5)163
STA. 190+00
20
CURTIN
Bear Cr.
STA. 240+74.62
Structure Under Sep. Contract
STA. 242+74
END OF PROJECT

COUNTY
DOUGLAS COUNTY
To Eugene
BEGINNING OF PROJECT
STA 1048+30
Quarry Site
Ward Butte
Quarry
COMSTOCK
FAI Rt. 1
Pass Creek
END
~~BEGINNING~~ OF PROJECT I-5-3(5)163
STA. 190+00
CURTIN
Bear Cr.
STA. 240+74.62
Structure Under Sep. Contract
STA. 242+74.62
END OF PROJECT I-5-3(
STA. 265+00
R.4W.
R.5W.
To Oakland
ANLA

8016 Molalla Riv. (Wrights) Br. Sec. of
Cascade Hwy. N. of Molalla. #1
(Grading, paving & structure)



C/O 4924 7-1-74

8016

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 10, 1977

Canby Union Bank
PO Box 190
Canby, OR 97013

Attention: Dean Tatom

Re: Workman Contractors, Inc.
Contract 8016

This project has been finaled. The $16,251.38 deposited in lieu of retainage on this project is hereby released.

Vernon E. Skoog, Controller

by ______________________________
James J. Kinns
Contract Accounting Executive

JJK:njc

cc: Workman Contractors, Inc.

bc: ~~C. W. Head~~
R. Church
C. W. Barrett

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 20, 1977

Canby Union Bank
P.O. Box 190
Canby, OR 97013

Re: Workman Contractors, Inc.

Retainage requirements on contract 8208 have been reduced to $25,000. There is presently $32,265.89 deposited in lieu of retainage on your receipt #217 for Workmans certificate of deposit #18150. $7,265.89 on this deposit may be released.

Contract 8016 has been finalled but we are unable to release the $16,251.38 deposited in lieu of retainage on your receipt #224 for Workman certificate #18192 because of our outstanding invoice #120549 in the amount of $999.14 to Workman Contractors' Inc.

Since this certificate is due June 5, 1977 any assistance you can provide for settlement on contract 8016 would be greatly appreciated.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Workman Contractors, Inc.
Berry Creek Construction

bc: C.W. Head
R. Church
C.W. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8016.

13

March 9, 1977

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Attention: Jon E. Morris
Vice-President

Gentlemen:

Reference is made to your letter of March 1, 1977, with attached schedule indicating that Workman Contractors, Inc. owes you for labor and materials in the amount of $8,373.47.

This appears to be in connection with the Workman Contractors, Inc. Contract No. 8016, Molalla River (Wrights) Bridge Section of the Cascade Highway in Clackamas County.

The Safeco Insurance Company of America furnished the bond on this contract. We will advise the surety and the principal contractor of the receipt of your claim. We note that you have filed this identical claim with the Secretary of State.

Please let us know when this matter has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: Safeco Insurance Co.
1500 S.W. First Avenue
Portland, OR 97201

Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

[illegible]
[illegible]-77 kc

bc: Warren Richards

March 1, 1977

Mrs. Norma Paulus
Secretary of State
State of Oregon
State Capitol
Salem, Oregon 97310

Mr. C. W. Head
Department of Transportation
State Highway Building
Salem, Oregon 97310

To: The Oregon Highway Division,
Department of Transportation

Notice hereby is given that the undersigned Cascade Construction Company, Inc., P. O. Box 4267, Portland, Oregon 97208, has a claim for labor and materials as a surfacing subcontractor, according to the attached Schedule, in the sum of $8,373.47 against the bond taken from Safeco Insurance Company of America by Workman Contractors, Inc. of Portland, Oregon for the work of Molalla River (Wrights) Bridge Section of Cascade Highway in Clackamas County, Oregon OSHD Contract No. 8016.

Cascade Construction Company, Inc.
By: Jon E. Morris
Vice-President

cc: Safeco Insurance Company of America
Attention: R. M. Laursen

Workman Contractors

RECEIVED
MAR 3 - 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Schedule of Labor and Material

OSHD No. 8016

Bid Item	Description	Unit Price	Quantity	Amount
6	Flagging	$12.00/Hr.	95.5	1146.00
15	Plant mix bituminous base	19.00/Ton	1597.261	30347.96
16	Coarse Aggregate base	7.00/Ton	2948.300	20638.10
17	Asphalt concrete	17.34/Ton	2617.86	45393.69
32	Extra for A/C approaches	250.00/Each	14	3500.00
PA30101	Coarse aggregate base	9.56/CY	2235	21366.60
	Total subcontract amount			122392.35
	Less amounts received			114561.33
	Balance of subcontract			7831.02
	Extra work due per our invoice #6639			542.45
	Total amount past due			$ 8373.47

Attachment to Notice

8016

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 1, 1977

Workman Contractor's Inc.
Rt 3, Box 335
Aurora, OR 97002

Attention: Harold Workman

Re: Contract 8016
Invoice No. 120549
Molalla River (Wright's Bridge)

Our records show an outstanding invoice (copy attached) still owing on this project in the amount of $999.14.

Your remittance, along with the signed "contractor's certificate" on the original voucher will allow us to release the $16,251.38 securities posted in lieu of retainage on this project.

We will appreciate your prompt attention in clearing the above final invoice and voucher.

Vernon E. Skoog, Controller

JJK:njc

cc: Jack Sollis, Asst. Attorney General
Canby Union Bank

bc: **C. W. Barrett**
C. W. Head
R. Church

NOTED
C. W. HEAD

8016

FILED
FEB 23 1977
NORMA PAULUS
SECRETARY OF STATE

5181

RECEIVED
FEB 23 1977
NORMA PAULUS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

February 22, 1977

Elte, Inc.
25701 S.E. Hwy. 224
Boring, OR 97009

NOTED ON
2-28-77

Attention: Mr. L. Forman
President

Gentlemen:

This will acknowledge your claim letter of February 15, 1977, with attachment, stating that Workman Contractors, Inc. owes you a balance of $3,935.59.

You state this is in connection with the Workman Contractors, Inc. Contract No. 8016, grading on the Molalla (Wrights) River Bridge Section of the Cascade Highway in Clackamas County.

The Safeco Insurance Company of America through Fred S. James & Co. furnished the bond on this contract. We will advise them of the receipt of your claim letter and will also forward it to the Secretary of State for filing.

Very truly yours,

C. W. Head
COMMISSION SERVICES

NOTED
C. W. HEAD

CWH:kkr

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

bc: Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter
Warren Richards

CR 9-6443

ELTE, INC.
HEAVY CONSTRUCTION
25701 S. E. HWY 224
BORING, OREGON

February 15, 1977

C. W. Head, Manager, Completion Services
Department of Transportation, Highway Division
121 Transportation Building
Salem, Oregon 97310

Dear Sir:

Reference is made to OSHD Project No. 5016 Molalla River (Wright's Bridge) Section of Cascade Highway in Clackamas County Oregon.

This project was constructed by Workman Contractors Inc.

We performed work on the above project for the Contractor and have been unable to receive our final monies. Enclosed is a copy of our final billing and the amount owed us.

Please accept this letter as our notice to the contracting body that we are requesting payment from the Bonding firm (Safeco Insurance) for settlement of the account.

Sincerely yours,

ELTE, INC.

I. Forman, Pres.
IF:mc
Enc. /

RECEIVED
17
[illegible]

NOTED
C. W. HEAD

637-3011

ELTE, INC.

HEAVY CONSTRUCTION

Route 3, Box 1196
BORING, OREGON 97009

SOLD TO
Workman Contractors Inc.
P. O. Box 520
Canby, Oregon 97013

DATE
February 1, 1977

Final Estimate on OSHD Project No. 8016 Molalla River (Wrights) Bridge

Item No. 1	Mob	LS		$6700.00
2	Flagging	111 hrs @	$12.00	1332.00
7	Clr & Grub	LS		3500.00
8	Removal	LS		750.00
9	Ditch Exc.	28.7 cu. yds	@ 2.00	57.40
10	Toe Exc.	703.18 yds	@ 3.00	2109.54
11	Embankment	20,001 yds	@ 2.30	46002.30
12	Trench Exc.	138.4	@ 4.00	553.60
13	Finish RB	LS		4500.00
14	Water	24 M Gal	@ 5.00	120.00
18	12" pipe	236 ft.	@ 6.00	1416.00
20.	8" Drain pipe	315 ft.	@ 5.00	1575.00
21	Filter	45.7 yds	@ 5.00	228.50
33	Loose RipRap	364.1 yds	@ 11.00	4005.10
34	RipRap 700lb.	858.8 yds	@ 11.00	9446.80
35	Filter blanket not used			
36	RipRap 800lb.	1021.74 yds	@ 12.00	12260.88
Price Agreement No. 2				500.00
Bond furnished as per contract				891.00
Extra work as per agreement				648.00
				$96596.12
Total payments to date				92650.53
Total Balance Due				$ 3945.59

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8016

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
DEC 10 9 26 AM
CLAY MYERS
SECRETARY OF STATE

December 9, 1976

5162

FILED
DEC 10 1976
CLAY MYERS
SECRETARY OF STATE

Schwab, Burdick & Hilton
Attorneys at Law
[illegible]00 Oregon National Bldg.
[illegible]0 S.W. Alder St.
Portland, OR 97205

Attention: Denton G. Burdick, Jr.

12-13-76

Gentlemen:

Reference is made to your letter of December 6 with attached Notice of Mercer Industries, Inc., stating that Workman Contractors, Inc., owes them for materials and labor in the amount of $6,097.35.

This appears to be in connection with the Workman Contractors, Inc., Contract No. 8016, Molalla River (Wrights) Bridge Section, Cascade Highway, Clackamas County.

The Safeco Insurance Co. of America through Fred S. James & Company furnished the bond on this contract. We will advise them of receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
DEC 13 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:sr

cc Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

Fred S. James & Co.
Board of Trade Building
Portland, OR 97204

Safeco Insurance Co. of America
1500 S.W. First Ave.
Portland, OR 97201

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SCHWAB, BURDICK & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
FRANK H. HILTON, JR.

December 6, 1976

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

State of Oregon
Department of Transportation
State Highway Building
Salem, OR 97310

Attention: C. W. Head
Commission Services

Re: Contract No. 8016
Workman Contractors, Inc.

Gentlemen:

Enclosed is a claim against the bond given by Workman Contractors, Inc. on the grading on the Molalla River (Wrights) Bridge Section of the Cascade Highway in Clackamas County, Oregon.

Would you kindly have the secretary of the commission acknowledge receipt of this notice.

Very truly yours,

Denton G. Burdick, Jr.

DGB:mm
Encl.
cc: Mercer Industries, Inc.
cc: Workman Contractors, Inc.

RECEIVED
[illegible]

To:

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

NOTICE is hereby given that the undersigned MERCER INDUSTRIES, INC. has a claim for materials consisting of reinforcing steel and labor in placing the same furnished to Workman Contractors, Inc. an Oregon corporation, hereinafter referred to as the contractor. The claim is in the sum of $6,097.35 against the bond taken from the contractor and Safeco Insurance Company of America, surety, for the grading on the Molalla River (Wrights) Bridge Section of the Cascade Highway in Clackamas County.

Dated this 3rd day of December, 1976.

MERCER INDUSTRIES, INC.

By Thomas R Cook
Thomas R. Cook, Credit Manager

RECEIVED
[illegible] 7 - 1[illegible]
[illegible] [illegible]
DEPARTMENT OF TRANSPORTATION

8016

October 19, 1976

Safeco Insurance Company of America
1500 S.W. First Ave.
Portland, OR 97201

Gentlemen:

On September 21, 1976, we wrote to you concerning release of final payment on Contract No. 8016 awarded to Workman Contractors, Inc., for grading on the Molalla River (Wrights) Bridge Section of the Cascade Highway in Clackamas County.

The total amount of this contract is $1,211,475.54 including $1,412.30 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Workman Contractors, Inc.
P. O. Box 520
Canby, OR 97013

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: September 17, 1976

FROM: RDChurch for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8016, Work Completed 6-25-76

Project Molalla River (Wrights) Bridge

Highway Cascade

Count(y)~~(ies)~~ Clackamas

Type of Work Grading, Paving and Structure

Contractor Workman Contractors, Inc.

Recommended Acceptance Date 9-21-76

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

cc: E. S. Hunter
W. J. Hart
R. D. Church

RECEIVED
STATE HWY ENGR
SEP 20 '76
REFER TO
FOR

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 9-20-76

Letter sent to Surety on 9/21/76.

81-195 1387

8016

OREGON STATE
HIGHWAY DIVISION

July 20, 1976

Canby Union Bank
PO Box 190
Canby, OR 97013

Attention: Carol Paradis

Re: Workman Contractors
Contract 8016

We received your safekeeping receipt #224, covering TCD 18192, $16,251.38; to be used as a deposit in lieu of retainage on our contract 8016 with Workman Contractors Inc. This replaces matured TCD 17743 for $15,331.49.

By copy of this letter, we are notifying the State Treasurer to release their lien on TCD 17743 and cancel their safekeeping receipt 1577.

Vernon E. Skoog, Controller

by ______________________
Janice Peterson
Contracts Payments Executive

JP:bk

cc: Workman Contractors Inc. (PO Box 520, Canby, OR 97013)
Oregon State Treasurer (103 Capitol Building, Salem, OR 97310
Attn: Merle Crowe)

bc:✓ C.W. Head
R. Church
C. Barrett

Receipt for Securities

No. 224

DEPOSITED BY WORKMAN CONTRACTORS, INC. (ORE. STATE HWY. DIVISION) DATE 6-14-76

To be held as collateral to any present or future indebtedness of the owner or owners to this Bank, unless specifically stated otherwise herein by the Bank.

MEMORANDUM RECEIPT—NON-NEGOTIABLE

DESCRIPTION	AMOUNT
(1) time certificate of deposit number 18192 issued to Workman contractors, Inc. This certificate is pledge to the State of Oregon, Funds in this certificate to be released to Workman Contractors Inc. only upon written notice to disburse from Oregon State Highway Division and Canby Union Bank Due 6-5-77	16,251.38

Please return this receipt when the securities covered by same are withdrawn.

CANBY UNION BANK
CANBY, OREGON

Carl J Paradis
Collateral Custodian

Original Copy To Customer

PRESIDENT:
Curtis E. Johnson, Jr.
VICE PRESIDENT:
Janet C. Dietz
EXEC. VICE PRESIDENT:
Dean F. Talom
ASS'T. V.P. and CASHIER:
Dennis McElroy
ASS'T CASHIERS:
Betty J. Nelson
Linda K. Peacock
Ruth E. Warthen

CANBY UNION BANK

CONTINUOUS SERVICE SINCE 1932

P. O. BOX 190 · 150 N.W. 2nd · CANBY, OREGON 97013 · PHONE 266-1126 656-5108

DIRECTORS:
Curtis E. Johnson, Jr.
Janet C. Dietz
Dean F. Talom
Warren Feller
Raymond R. Reif
John W. Beck
Duane L. Weeks

July 12, 1976

Oregon State Highway Division
State of Oregon
Salem, Oregon 97310

Attn: Janice Peterson

Dear Janice:

Enclosed please find our safekeeping receipt #224 for Workman Contractors, Inc. $16,251.38.

We will not release the funds from this certificate until we receive written notice from the Oregon State Highway Division.

Thanks ever so much for your help, Janice.

Sincerely,

Carol

Carol Paradis
Loan Secretary

Replacement 1577

cp
cc:file
enc.

RECEIVED
JUL 15 1976
CONTRACT ACCOUNTING

8016

July 8, 1976

Oregon State Treasurer
103 Capitol Bldg.
Salem, Oregon 97310

Re: Workman Contractors
Contract 8016

Attention: Merle Crowe

Please return matured certificate of deposit 17743, $15,331.49, to the Canby Union Bank. This certificate was deposited in lieu of retainage on our contract 8016 with Workman Contractors Inc. and will be replaced by a new certificate upon receipt of the matured certificate.

V.E. Skoog
Controller

By________________________
Janice Peterson
Contract Payments Executive

VES:JP/jm

cc: Workman Contractors Inc.

8016

1

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 2, 1976

Oregon State Treasurer
Rm. 103 Capitol Building
Salem, OR 97310

Attention: Emily Rohde

Re: Workman Contractor's Inc.
Contract 8016

Please release TCD 17763, $45,000, to the contractor, Workman Contractor's Inc., and cancel safekeeping receipt 1591. This amount is no longer required as a deposit in lieu of retainage on contract 8016.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Workman Contractor's Inc.

bc: J. Bond
C. Barrett
File Copy'
R. Church
C. Head

NOTED
C. W. HEAD

Form 81-734-3122

8016 13

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPA ENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: MOLALLA RIVER (WRIGHT'S, BR.

WEEK ENDING: Oct. 11, 1975

SECTION PREFIX: 103-1029

HIGHWAY: Cascade

COUNTY: Clackamas

NAME OF JOB: Molalla River (Wright's) Br.

KIND OF WORK: Grading, Paving and Structure

CONTRACTOR: Workman Contractor s, Inc.

CONTRACT NUMBER: 8016

FEDERAL AID PROJECT NUMBER: RS-226(8)

DATE OF CONTRACT: May 28, 1974

DATE WORK STARTED: June 25, 1974

ESTIMATED COMPLETION DATE: October, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 475

CALENDAR DAYS USED: 477

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100.4

PROJECT AUTHORIZATION: $1,403,201.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0

EXCLUSIVE OF ENGINEERING: $1,303,418.05

ENGINEERING AUTHORIZATION: $99,783.20

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,215,057.48

ENGINEERING COST TO DATE: $87,100.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92.6

ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 6.8 %

PERCENT OF AUTHORIZATION: 87.3 %

DATE PROJECT WAS COMPLETED: Oct. 8, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~XXXXXX~~ PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.33	0.33			0.33
MILES PARTIALLY COMPLETED	"	"			"
MILES COMPLETED	"	"			"
TOTAL ESTIMATED QUANTITIES (CONTRACT)	23,800 cy	7,000 ton			4,200 ton
TOTAL QUANTITIES CORRECTED TO DATE	22,020 cy	5,987 ton			4,215 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 D-6 Cat, 1 spray truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1352A							
PERCENT	100							

	WEATHER	CALENDAR DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Ptly Cldy	1		
MONDAY	" "	1		
TUESDAY	" "	1		
WEDNESDAY	Cldy-Rain	1		
THURSDAY	Cldy	0		
FRIDAY	Showers	0		
SATURDAY	Rain	0		

K

RECEIVED
OCT 13 1975
CONSTRUCTION SECTION

Keasey
Bond
Jackmond 9
Harwood
Johnson
Walker
Rogers
Richards
Glenn
Berg

8016

R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: July 2, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Workman Contractors, Inc.
Contract 8016

TCD No. 17763, in the amount of $45,000.00, has been deposited in lieu of retainage on contract 8016. (Safekeeping Receipt 1591).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

RECEIVED
JUL 02 1975
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1591

Received for Account of: Workman Contractors, Inc.
P. O. Box 520
Address: Canby, Oregon 97013

Date: July 1, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit	# 17763	1	45,000				$ 45,000.00
Dated June 25, 1975 Due December 25, 1975 5.5%							
Canby Union Bank, Canby, Oregon							
							$ 45,000.00

Purpose of Deposit: In lieu of retainage On State Highway Contract No. 8016

Authority: ORS 279.575

Countersigned by: Emily Rohde ~~Deputy~~ Cashier

James A Redden
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 1, 1975

Workman Contractors, Inc.
P. O. Box 520
Canby, Oregon 97013

Gentlemen:

Enclosed please find Oregon State Treasury Department Safekeeping Receipt No. 1591, dated July 1, 1975, covering Time Certificate of Deposit No. 17763, drawn on Canby Union Bank, Canby, Oregon.

We have credited State Highway contract #8016.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division, Attn. Dick Hacek

COPY

8016

e

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: June 9, 1975

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Workman Contractors Inc.
Contract 8016

TCD No. 17743, in the amount of $15,331.49, has been deposited in lieu of retainage on contract 8016. (Safekeeping Receipt 1577).

This replaces TCD No. 17703, which has matured. (Safekeeping Receipt 1561). The amount on deposit is increased by $62.75.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 6, 1975

Canby Union Bank
P. O. Box 190
Canby, Oregon 97013

Attention Joyce M. Stafford

Enclosed is matured Time Certificate of Deposit No. 17703, in the amount of $15,268.74 payable to Workman Contractors, Inc.

We acknowledge receipt of new Time Certificate of Deposit No. 17743, in the amount of $15,331.49, dated June 5, 1975, for Workman Contractors, Inc.

Please acknowledge receipt of the matured TCD by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: Workman Contractors, Inc.
cc: State Highway Division; Attn. Dick Hacek

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1577

Received for Account of: Workman Contractors, Inc.

Date: June 6, 1975

Address: P. O. Box 520
Canby, Oregon 97013

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit dated June 5, 1975 due June 5, 1976 6% Canby Union Bank, Canby, Oregon	17743	1	15,331.49				$ 15,331.49
							$ 15,331.49

Purpose of Deposit: In lieu of retainage on State Highway Contract No. 8016

Authority: ORS 279.575

Countersigned by: Emily Rohde ~~Deputy Cashier~~

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 6, 1975

Workman Contractors, Inc.
P. O. Box 520
Canby, Oregon 97013

Gentlemen:

Enclosed please find Oregon State Treasury Safekeeping Receipt No. 1577, dated June 6, 1975, in the amount of $15,331.49, covering Time Certificate of Deposit No. 17743 drawn of Canby Union Bank, Canby, Oregon.

This new safekeeping receipt replaces State Treasurer's receipt No. 1561.

We have credited your State Highway Contract No. 8016.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division; Attn. Dick Hacek

COPY

8016

CON R

STATE OF OREGON
HIGHWAY DIVISION

INTER[illegible]E MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: May 14, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Workman Construction
Contract 8016

TCD No. 17703, in the amount of $15,268.74, has been deposited in lieu of retainage on contract 8016. (Safekeeping Receipt 1561).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

This new TCD replaces TCD No. 17650 in the amount of $15,206.25 (Safekeeping Receipt 1537) which has been returned to the contractor.

JP:pl

NOTED
C. W. HEAD

81-125-1387

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 12, 1975

Workman Contractors, Inc.
P. O. Box 520
Canby, Oregon 97013

Gentlemen:

Enclosed please find State Treasurer's Safekeeping Receipt #1561, dated May 12, 1975, in the amount of $15,268.74, covering TCD No. 17703, drawn on the Canby Union Bank, Canby, Oregon, due June 5, 1975.

This new safekeeping receipt replaces State Treasurer's safekeeping receipt No. 1537.

We have credited your State Highway Contract No. 8016.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division, Dick Hacek

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1561

Received for Account of Workman Contractors, Inc.

Address P. O. Box 520
Canby, Oregon 97013

Date May 12, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated May 6, 1975 Due June 5, 1975 Canby Union Bank, Canby, Oregon	#17703	1	15,268.74				$ 15,268.74
							$ 15,268.74

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8016

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

8016

R

STATE OF OREG[illegible]N
HIGHWAY DIVISION

INTERC[illegible]CE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: April 11, 1975

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Workman Contractors Inc.
Contract 8016

TCD No. 17650, in the amount of $15,206.25, has been deposited in lieu of retainage on contract 8016. (Safekeeping Receipt 1537). This replaces TCD 17484, in the amount of $15,000.00, which has matured. (Safekeeping Receipt 1489).

A copy of the Safkeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

RECEIVED
COMMISSION & STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1537

Received for Account of Workman Contractors, Inc.

Date April 9, 1975

Address P. O. Box 520
Canby, Oregon 97013

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit Dated 4/6/75 Due May 6, 1975 Canby Union Bank, Canby, Oregon	17650	1	15,206.25				$15,206.25

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8016

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

A

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 9, 1975

Workman Contractors, Inc.
P. O. Box 520
Canby, Oregon 97013

Gentlemen:

Enclosed please find Oregon State Treasury Safekeeping Receipt No. 1537, dated April 9, 1975, in the amount of $15,206.25 covering Time Certificate of Deposit No. 17650, drawn on the Canby Union Bank, Canby, Oregon, due May 6, 1975.

This new safekeeping receipt replaces State Treasurer's safekeeping receipt No. 1489.

We have credited your State Highway Contract No. 8016.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division; Attn Dick Hacek

COPY

4

State of Oregon
Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 9, 1975

Canby Union Bank
P. O. Box 190
Canby, Oregon 97013

Attention Joyce M. Stafford

Gentlemen:

Enclosed is Time Certificate of Deposit No. 17484, in the amount of $15,000.00, due April 6, 1975, issued to Workman's Contractors Inc.

We acknowledge receipt of new Certificate of Deposit No. 17650, in the amount of $15,206.25, due May 6, 1975 issued to Workman Contractors, Inc.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: Workman Contractors Inc.
cc: State Highway Department, Dick Hacek

Please acknowledge receipt of the matured TCD by signing and returning the enclosed copy of this letter.

8016

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 21, 1975

State Treasury Department
103 State Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

TCD 17415 for $15,900.00 and TCD 17486 for $30,000.00, deposits in lieu of retainage on contract 8016, may be released to the contractor, Workman Contractors Inc. Safekeeping Receipts 1459 and 1490 should be cancelled.

Vernon E. Skoog
Controller

by

Frank R. Griffin
Chief Accountant

JP:pl

cc: Workman Contractors Inc.

bc: C. W. Head
Contract Payments
John Bond
C. Barrett

8016

3

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
January 16, 1975
Salem

FILE: CON

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Workman Contractors Inc.
Contract 8016

TO: ~~C. W. Head~~ V. Gallagher
J. Bond C. Barrett

TCD No. 17484, for $15,000.00, has been deposited in lieu of retainage on contract 8016 (Safekeeping Receipt 1489). TCD No. 17486, for $30,000.00, has also been deposited on contract 8016 (Safekeeping Receipt 1490). TCD No. 17326, in the amount of $30,000.00, matured on December 27, 1974 and has been returned to the contractor. The net effect of these transactions is to increase the amount on deposit on contract 8016 by $15,000.00.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission and Staff Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1489

Received for Account of Workman Contractors Inc.
P.O. Box 520
Address Canby, Oregon 97013

Date Jan. 15, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit 5½% dated Jan. 6, 1975 Due 4-6-75 Canby Union Bank, Canby, Oregon	17484	1	15,000				15,000.00
							15,000.00

Purpose of Deposit in lieu of retainage on State Highway Contract Nos. 8016

Authority ORS 279.575

Countersigned by

Deputy Cashier

SPECIAL INSTRUCTIONS

State Treasurer

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1490

Received for Account of Workman Contractors Inc.

P.O. Box 520

Address Canby, Oregon 97013

Date Jan. 15, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit	17486	1	30,000				30,000.00
5½% dated Dec. 27, 1974							
Due March 27, 1975							
Canby Union Bank, Canby, Oregon							
							30,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8016

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 15, 1975

Canby Union Bank
P. O. Box 190
Canby, Oregon 97013

Attn: Joyce M. Stafford

Gentlemen:

Reference your letter dated January 6, 1975, please find enclosed Time Certificate of Deposit number 17326, dated Sept. 27, 1974, in the amount of $30,000.00 for credit of Workman Contractors Inc.

We acknowledge receipt of T.C.D. number 17484 in the amount of $15,000.00 and T.C.D. number 17486 in the amount of $30,000.00 which replaces the matured T.C.D. number 17326.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Workman Contractors Inc. P. O. Bx 520, Canby, Oregon 97013
cc: Oregon State Highway Division, attn: Dick Hacek

COPY

8016

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
December 13, 1974
Salem

FILE: CON

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Workman Contractors Inc.
Contract 8016

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

Treasurer's Receipt No. 1459 (TCD 17415 - $15,900.00) has been issued to record a deposit in lieu of retainage on contract 8016. This deposit replaces Treasurer's Receipt No. 1383 (TCD 16908 - $15,000.00) which matured on November 16, 1974. The net effect of these transactions is to increase the amount on deposit in lieu of retainage on contract 8016 by $900.00 for a total of $15,900.00.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Administrative and Staff Services office.

JP;pl

RECEIVED
DEC 12 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1459

SAFEKEEPING RECEIPT

Received for Account of Workman Contractors Inc.
P.O. Box 520
Canby, Oregon 97013

Date Dec. 12, 1974

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit	17415	1	15,900				15,900.00
Canby Union Bank Canby, Oregon							
6% Due Nov. 16, 1975							
							15,900.00

In lieu of retainage on State Highway Contract No. 8016

Purpose of Deposit ORS 279.575

Authority

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

December 12, 1974

Canby Union Bank
P. O. Box 190
Canby, Oregon 97013

Attn: Marie Cullison

Gentlemen:

Reference your letter dated November 26, 1974, please find enclosed Time Certificate of Deposit number 16908, in the amount of $15,000.00 which matured on November 16, 1974, for credit of Workmans' Contractors Inc.

We acknowledge receipt of T.C.D. number 17415 in the amount of $15,900.00 due November 16, 1975, which replaces the maturing T.C.D.

Kindly acknowledge receipt by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Workmans' Contractors Inc. P. O. BX 520, Canby, Oregon
cc: Oregon State Highway Division, attn: Dick Hacek

RECE
FINANCE
OREGON STATE HIG
197

RECEIVED
DEC 12 1974
Contract Acctg.

8016

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 21, 1974

TO ~~C. W. Head~~ Vince Gallagher
John Bond Charles Barrett

FROM
R. J. Hacek
Accounting Systems Officer

SUBJECT Workman Contractors, Inc.
Contract 8016

Treasurer's Receipt #1404 (TCD 17326 - $30,000) is a notice of a deposit to be used in lieu of retainage on Contract 8016.

A copy of the letter and Treasurer's Receipt will be filed in the Contract File in the Commission & Staff Services Office.

CRP:njc

NOTED
C. W. HEAD

RECEIVED
OCT 21 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT № 1404

Received for Account of Workman Contractors Inc.
P.O. Box 520
Address Canby, Oregon 97013

Date Oct. 18, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit Canby Union Bank, Canby, Oregon 5½% dated Sept. 27, 1974 Due Dec. 27, 1974	17326	1	30,000				30,000.00
							30,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8016

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 18, 1974

Workman Contractors Inc.
Post Office Box 520
Canby, Oregon 97013

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipt number 1404, dated October 18, 1974, in the amount of $30,000.00 covering Time Certificate of Deposit, number 17326, drawn on the Cangy Union Bank (5-1/2%) due December 27, 1974.

We have credited your State Highway contract number 1816.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.
cc:
cc: Canby Union Bank, P. O. Box 190, Canby, Oregon
cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
OCT 21 1974
Contract Acctg.

COPY

8016

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 1, 1974

State Treasury Department
103 State Capitol Building
Salem, OR 97310

Re: Workman Contractors, Inc.
Contracts 7895 & 8016

Attention: Merle Crowe, Cashier

Contract 7895 has reached a stage of completion that allows a reduction of the retainage requirements. Please cancel Treasurer's Receipt #951 (TCD 16908 - $15,000.00) which was a deposit in lieu of retainage on contract 7895 and issue a new Treasurer's Receipt showing (TCD 16908 - $15,000.00) as a deposit in lieu of retainage on their contract 8016.

This transaction does not change the amount on deposit but will transfer the deposit credit from contract 7895 to 8016. See attached letter.

V. E. Skoog
Controller

by

R. J. Hacek
Accounting Systems Off.

cc: Workman Contractors, Inc.

CRP:pl
bc: C. W. Head   V. Gallagher
John Bond   Charles Barrett

RECEIVED
OCT 2 - 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

TO
OSHC
FINANCE SECTION
SALEM, OR

FROM
WORKMAN CONTRACTORS
PO BOX 520
CANBY, OR 97013

SUBJECT CONTRACTS 7895 & 8016 DATE 9/9/74

MESSAGE Please transfer the time deposits used in lieu of retainage from job 7895 to job 8016 as they come available. The retainage is being released from job 7895 by a special lump sum payment voucher sent in by the resident on week ending 9/4/74. We we like the TD's transfered in time to

REPLY apply to the estimate this month for job 8016.

9/20/1970 (Contract 7895)
Reduce retainage to
Lump Sum $8,600
No estimate prepared

SIGNED Vince G. DATE / /

SEND PARTS 1 AND 3 WITH CARBON INTACT - PART 3 WILL BE RETURNED WITH REPLY
Rediform® 4S 472
Poly Pak (50 sets) 4P472

8016 10-74

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON

Salem

FROM: V. E. Skoog, Controller
By: R. J. Hacek, Acct. Systems Off.

SUBJECT: Workman Contractors
Contracts 7895 & 8016

TO: C. W. Head, V. Gallagher
John Bond, C. Barrett

TCD 16908 in the amount of $15,000.00, a deposit in lieu of retainage on contract 7895, has been transferred to contract 8016. State Treasurer's Receipt #1383 has been issued for this transaction.

Copies of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

JP:pl

NOTED
HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1383

Contract Acct.

Received for Account of Workman Contractors Inc.
P.O. Box 520

Address Canby, Oregon 97013

Date Oct. 9, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit	16908	1	15,000				15,000.00
6% Dated Nov. 16, 1973							
Due Nov. 16, 1974							
Canby Union Bank, Canby, Oregon							
							15,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8016

Authority ORS. 279.575

Countersigned by

Merle Crow

Deputy Cashier

James Redden

State Treasurer

SPECIAL INSTRUCTIONS

October 9, 1974

Workman Contractors Inc.
Post Office Box 520
Canby, Oregon 97013

Gentlemen:

Per instructions from the Oregon State Highway Division, we have cancelled Oregon State Treasury safekeeping receipt number 951, dated November 19, 1973, in the amount of $15,000.00 covering State Highway contract number 7895, and reissued safekeeping receipt number 1383, dated October 9, 1974, in the amount of $15,000.00 to apply to State Highway contract number 8016, (copy enclosed)

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacaz

RECEIVED
10 1974
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

#2016 8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 2, 1974

Mr. Richard Gasser, Chairman
Mulino Water District
P. O. Box 867
Mulino, OR 97042

Attn: Mr. Warren L. Jones
Vice-Chairman

Water Facilities Adjustment
Molalla River (Wrights) Bridge Sec.
Cascade Highway
Clackamas County

Dear Mr. Jones:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter dated July 11, 1974 have been approved by the State. This will confirm our verbal authorization to proceed with the work, effective July 17, 1974.

Reimbursement for the work performed on and subsequent to August 1, 1974 in the amount of $2,412.63 will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your final billing. This bill should include the lump sum amount specified above, the beginning and completion dates of the work and reference to this letter by date and subject.

Yours truly,

Phil G. Preston
Utility Special Studies Engineer

PGP:jrk

bc: R. L. Schroeder
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
Ed Hart "
Claire Kuiper "
Dick Rumbolz "

RECEIVED
AUG 5 1974
Office of
Assistant State Highway Engineer

801k

STATE COPY

Form Approved; O.M.B. No. 04-R2089 8

MONTHLY TRANSACTION NO. 6-89

PROJECT REPORT NO. 3

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

6-25-74

TE OREGON

COUNTY Clackamas

PROJECT NO. RS-226(8)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 213 1.71 Miles south of Mulino, south 0.44 mile.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-2-74	0.44
OTHER *(Specify)*		

FUNDS Pro Rata 78.15%

ESTIMATED TOTAL COST OF PROJECT $1,413,403.00

FEDERAL FUNDS $ 1,104,573.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By E S Hunter
Assistant State Highway Engineer
(Title)
By ______
______
(Title)
By ______
______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
for By W. J. Smith
G. L. Green (Division Engineer)
Date executed by Division Engineer JUN 25 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable."

Oregon State Highway Division

Federal-aid Project
RS-226(8)

MOLALLA RIVER (WRIGHTS) BRIDGE SECTION

CASCADE (S. SECTION) HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, June 12, 1974

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 181+00 to Sta. 190+34 - Sta. 195+76 to Sta. 204+00)

Mobilization	All	Required		$100,200.00
Temporary Protection and Direction of Traffic	All	Required		750.00
Temporary Signs	430	sq.ft.	6.50	2,795.00
Temporary Continuous Rail Traffic Barrier, Lighted	1,320	lin.ft.	6.50	8,580.00
Temporary Traffic Signal Installation	1	only		17,044.00
Flagmen	260	hour	12.00	3,120.00
Clearing and Grubbing	All	Required		3,500.00
Removal of Structures and Obstructions	All	Required		400.00
Ditch Excavation	50	cu.yd.	2.00	100.00
Toe Trench Excavation	630	cu.yd.	3.00	1,890.00
Embankment in Place	23,800	cu.yd.	2.30	54,740.00
Trench Excavation	130	cu.yd.	4.00	520.00
Finishing Roadbed and Slopes	All	Required		4,500.00
Watering	400	M-gal.	5.00	2,000.00
Plant Mix Bituminous Base	1,450	ton	19.00	27,550.00
Coarse Aggregate Base	7,000	ton	7.00	49,000.00
Asphalt Concrete	2,750	ton	17.34	47,685.00
12-inch Culvert Pipe	360	lin.ft.	6.00	2,160.00
Concrete Inlet, Type G-1	3	only	300.00	900.00
8-inch Drain Pipe	340	lin.ft.	5.00	1,700.00
Special Filter Material in Drains	70	cu.yd.	5.00	350.00
Guard Rail, Type 2A	300	lin.ft.	14.00	4,200.00
Guard Rail, Type 2A Modified	425	lin.ft.	18.00	7,650.00
Guard Rail, Type 3	110	lin.ft.	20.00	2,200.00
Guard Rail, Type 3 Modified	55	lin.ft.	25.00	1,375.00
Guard Rail Anchors, Type 1	4	only	350.00	1,400.00

Rail End Pieces, Type A	2	only	12.00	$ 24.00
Rail End Pieces, Type C	2	only	150.00	300.00
Special Rail End Pieces	2	only	200.00	400.00
42-inch Chain Link Fence	360	lin.ft.	10.00	3,600.00
Concrete Curbs	850	lin.ft.	2.00	1,700.00
Extra for Asphalt Approaches	14	only	250.00	3,500.00
Loose Riprap, Class 50	250	cu.yd.	11.00	2,750.00
Loose Riprap, Class 700	1,050	cu.yd.	11.00	11,550.00
Filter Blanket	80	cu.yd.	3.00	240.00
Keyed Riprap, Class 800	1,160	cu.yd.	12.00	13,920.00
Guide Posts	37	only	12.00	444.00
Roadside Seeding and Mulching	2	acre	650.00	1,300.00
				$386,037.00

Additional Items

Permanent Striping	All Required		$ 500.00
Temporary Striping	All Required		1,000.00
Temporary Erosion Control	All Required		3,000.00
On-the-Job Trainees (1 @ $800)	All Required		800.00
			$ 5,300.00
	Subtotal		$391,337.00
	Engineering		52,830.00
	Total		$444,167.00

Type Code X081
Bridge No. 1352A (Sta. 190+34 to Sta. 195+76)

Bridge Removal Work	All Required			$ 26,395.00
Shoring and Cribbing, Etc.	All Required			128,000.00
Structure Excavation	4,800	cu.yd.	3.00	14,400.00
Structure Excavation Below Elevations Shown	450	cu.yd.	1.00	450.00
Furnish Pile Driving Equipment	All Required			13,500.00
Furnish HP 12 x 53 Steel Piling	5,200	lin.ft.	5.25	27,300.00
Drive Steel Piles	5,200	lin.ft.	.25	1,300.00
Class A Concrete (2,030 cu.yd.)	All Required			239,540.00

60'/65' Bulb Tee Prestressed Beams	8 only	3,490.00	$ 27,920.00
115'/120' Bulb Tee Prestressed Beams	36 only	6,578.00	236,808.00
Reinforcement (388,000 lb.)	All Required		112,000.00
Reinforced Concrete Bridge End Panels	260 sq.yd.	39.00	10,140.00
Pedestrian Handrail	584 lin.ft.	25.00	14,600.00
			$852,353.00

Additional Items

On-the-Job Trainees (2 at $800)	All Required	$ 1,600.00
		$ 1,600.00
	Subtotal	$853,953.00
	Engineering	115,283.00
	Total	$969,236.00

Length of Roadway - - - - - 0.332 Mile
Length of Structure - - - - 0.103 Mile
Total - - - - 0.435 Mile

Cost of Roadway Per Mile- - $1,337,852.41

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 444,167.00	$ 347,116.00	$ 97,051.00
Structure	969,236.00	757,457.00	211,779.00
Total	$1,413,403.00	$1,104,573.00	$308,830.00

Group 1 - 91% Group 8 - 9%

Contract No. 8016

Prefix: 3-1029

MOLALLA RIVER (WRIGHTS) BRIDGE SECTION

Nonparticipation State Work

State Responsibility for Damages	All Required		$ 1,000.00
Utilities - Mulino Water Dist.	All Required		1,000.00
		Total	$ 2,000.00

#8016

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 11, 1974

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

NOTED
E. S. HUNTER

FROM C. G. Swenson, Specifications Engineer

SUBJECT Footpaths and Bicycle Trails for
Molalla River (Wrights) Bridge Section

The following items are chargeable to footpaths and bicycle trails on the above-named project:

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
16	Coarse Aggr. Base	Ton	600	$ 7.00	$ 4,200.00
17	Asphalt Concrete	Ton	145	17.34	2,514.30
30	42-inch chain link fence	Lin. Ft.	250	10.00	2,500.00
31	Concrete Curbs	Lin. Ft.	750	2.00	1,500.00
41	Structure Excavation	Cu. Yd.	700	3.00	2,100.00
43	Furnish Pile Driving Equipment	All	15%	13,500.00	2,025.00
44	Furnish HP 12 x 53 Steel Piling	Lin. Ft.	750	5.25	3,937.50
45	Drive Steel Piles	Lin. Ft.	750	0.25	187.50
46	Class A Concrete	All	15%	239,540.	35,931.00
47	60'/65' Bulb Tee Pre-Stressed Beams	Each	1	3,490.	3,490.00
48	115'/120' Bulb Tee Prestressed Beams	Each	4	6,478.	26,312.00
49	Metal Reinforcement	All	15%	112,000.	16,800.00
50	Reinforced Concrete Bridge End Panels	Sq. Yd.	40	39.00	1,560.00
51	Pedestrian Handrail	Lin. Ft.	584	25.00	14,600.00
				TOTAL	$117,657.30

Width: 8 Feet Length: 1400 Feet
Total of all contract items $1,238,390.00
9.5% of contract in footpaths and bicycle trails.

cc: E. S. Hunter
J. H. Versteeg
L. W. Rulien
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

RECEIVED
JUN 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8016

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 23, 1974

FILE:

FROM: Walter J. Hart
Bridge Engineer

SUBJECT:
Review of Structural Prices
May 23, 1974 bids

TO:

Mr. E. S. Hunter
Assistant State Highway Engineer

We have reviewed the bid prices received on May 23 for structural items. In general the bids received for all except one structural item are consistent and reasonable. The one item which has shown the significant price increase is precast prestressed units. The bid prices for these units have risen anywhere from 60 to 100% over 1973 prices. An example of this price trend is indicated on the attached sheet where an itemized pricing for an 81-foot Type 4 prestressed beam is indicated for 1973 and current 1974 prices.

Our specific recommendations for projects for which bids were received on the 23rd and which involve bridge work, is as follows:

Molalla River (Wrights) Bridge Section -

#1 The unit bids for Items 47 and 48, the precast prestressed beams, are high. The total project bid is within 10% of the engineer's estimate. We would recommend award of this contract. We suspect that little would be gained by redesign or re-evaluation of this project.

Ok award

Silver Creek (Silverton) Bridge Section -

The precast prestressed beams are priced extremely high. The total bid is within less than $2,000 of the engineer's estimate and we would recommend award of this contract.

ok award

Oak Knoll Bikeway Overcrossing Section -

The low bid is 28% over the engineer's estimate. The principal item responsible for this overage is the precast prestressed superstructure elements. The use of these particular precast elements was based on availability information furnished by a supplier. This information proved to be erroneous. We believe that a saving can be realized by redesigning this structure with alternate superstructure elements.

Reject

5-24-74
CC Klaboe
Rakin
Hart
ESH

Fox Bridge Section -

This is a Coos County Project funded 100% by county funds and will be referred to the County for award. We are reviewing the design of the structure for possible cost-cutting measures. If some reduction can be realized, we will recommend to the County that they award to the low bidder. The low bidder on this project, Hamilton Construction Co., is working in the area and is an extremely well-qualified contractor.

OCN 21-6
Coos
Co.

Hold decision.
funding discussions
w/ county and
analysis of
other designs by
bridge.

WJH:dh
Attachment

cc L. W. Rulien
C. G. Swenson

QUANTITIES - 81' TYPE IV PRESTRESSED BEAM

Concrete: $.70 per beam

$\frac{789}{144}\overset{71'}{(81 - 10)} + \frac{1137}{144}(10') = 389.02 + 78.96 = 467.98\ ft.^3 \times \$0.85/ft.^3 = \$398$

(1973 price) x 0.70 = $328

Prestressing Steel:

45 str. x 81'-1" x $\overset{\text{10\% waste}}{1.10}$ = 4013 ft. x $\overset{.07}{\$0.20}$/ft. = $803

(1973 price) 0.07/ft. = $281

Rebar:

$\frac{1800\#}{10}$ bms. x $\frac{81'}{88'}$ = 1657# x $\overset{0.08}{\$0.30}$/lb. = $497

(1973 price x $0.08/lb. $133

Total Cost per beam = $1698 = $742 = $9.16 (1973 price

= $\frac{\$1698}{81}$ = $20.96 per ft. of beam

Bid price 9/6/73

Tualatin R. Br.	$31/ft. Washington Co.
Grande Ronde	$45/ft. Union Co. 10 bms.
Silver Cr. Br.	$70/ft.

Bill
Prices
5-23-74

(Supplier Price)
(Empire $55/ft.)
(Morse $57/ft.)

8016

8

May 22, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
May 23 Bid Letting

Bids will be taken May 23 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366, is shown:

1. Molalla River (Wrights) Bridge
Cascade Highway, Clackamas County
Grade, Pave and Structure Project

An 8-foot bicycle/pedestrian facility will be provided.

2. Mill Street-Walnut Street (Eugene)
Pacific Highway West, Lane County
Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Silver Creek (Silverton) Bridge
FAS 147 and West Main Street, Marion County
Grade, Pave and Structure Project

Five-foot walks on each side will be incorporated on a replacement basis of the existing facilities.

4. Oak Knoll Bikeway Overcrossing
   Willamina-Salem Highway, Polk County
   Grade, Pave and Structure Project

A separated bicycle/pedestrian facility will be provided along the length of the project.

5. Ochoco Creek (Prineville) Bikeway
   City Park, Crook County
   Grade, Pave and Structure Project

A separated bicycle/pedestrian facility will be provided along the length of the project.

6. Lausmann and Wygant State Parks
   Hood River County
   Grading Footpath Project

A pedestrian facility will be provided within the State Parks.

7. Railroad Avenue at Harmony Road (Milwaukie)
   County Road 96, Clackamas County
   Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

These projects will be on the agenda for your consideration at the May 29 meeting and your approval is requested.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Rulien
Gary Sund
R. E. Whipps

WHW:jp cm

8

TRANSACTION NUMBER 4-17

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 4-9-74
BY (Signature) L. W. RULIEN'S 3-1-74 LETTER	
TITLE PROJECT MANAGEMENT ENGINEER	

CLASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 14 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
14	RS-226(8)	0.44	1,624,000	1,269,000	MOLALLA RIVER (WRIGHTS) BRIDGE SECTION. CLACKAMAS COUNTY-STATE OF OREGON	GRADE, DRAIN, HIGH TYPE PAVEMENT, ONE STRUCTURE.

4-7-74

NOTED
E. S. HUNTER

RECEIVED
APR 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
APR 10'74
REFER TO

FOR

Info	[illegible]	ID	D/R	Sign	Act	File

A. E.

EMARKS (Division)

U ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION OVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

4-11-74
original to L.W. Rulien

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 4-9-74	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

8016

ORM PR-48
Rev. 8-71)

GPO 915-890

8016

2

April 4, 1974

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

Attention: George D. Poppen
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 4924

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Molalla River (Wrights) Bridge Section of the Cascade Highway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

H. S. Cox (conf. copy)

8016

8

March 27, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Molalla River (Wright) Bridge
Bridge No. 1352A
Your Ref.: 10-41.71

We have reviewed your comments on the advance plans for the Molalla River (Wright) Bridge. After a review of the site conditions, we concur with your recommendation that the structure be shortened approximately 100 feet on the north end. The original assumptions relative to problems of traffic handling during construction and right of way acquisition do not appear to be insurmountable.

We agree with your recommendation that the bent 5 footing should be lowered to protect against the possible shift in the channel location. The footing elevation will be revised to elevation 215 to put the bottom of the footing a minimum of 6 feet below the low point in the channel.

The revision in the structure length may delay advertising the project. Revised plans will be sent to you as soon as they are available.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

WJH:dh jf

bc: F. B. Klaboe
A. E. Johnson
V. E. Skoog
W. J. Hart
L. W. Rulien
E. L. Hardt

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 13, 1974

In reply refer to: 10-41.71

SUBJECT: Oregon Project S-226(-)
Molalla River (Wright) Bridge

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. L. Wallace's January 8 memorandum, supplemented by the one of February 22, transmitted the plans and hydraulic memorandum for this Secondary Road Plan project.

The plans show the new bridge having virtually the same length as the existing structure. From our site review it does not appear necessary to maintain this length because of the terrain at the north end. We visited the site during the 1972 flood and the small amount of water over the bank on the north side was slack. It would seem that any increase in backwater by shortening the bridge at least one span would be minimal. We had hoped the hydraulic memorandum would cover this point, but it did not. Maybe there is some other reason for maintaining the existing bridge length of which we aren't aware - such as fill availability.

The hydraulic report does discuss the unstability of the location of the stream channel. It would appear prudent, therefore, to lower the footings on the lower north bank, especially Bent 5, to insure stability against the possibility of further channel shifts.

We assume the Hydraulic Data information will be completed on the final plans.

We would appreciate your comments on this so we can process the program documents.

G. L. Green

RECEIVED
STATE HWY ENGR
MAR 13 '74
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

RECEIVED
MAR 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
MAR
BRIDGE DIVISION

8016

8 Clack. Co.
Court Agree

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director **Phone 655-8521**

March 22, 1974

Mr. Mainor C. Holmes
Office Engineer
City-County Division
Oregon State Highway
Highway Building
Salem, OR 97310

NOTED
E. S. HUNTER

RECEIVED
COUNTY & CITY SECTION
MAR 26 1974
☑ ENGR. ☑ COOR. ☑ CE ☐ AE ☐ [illegible]
☐ [illegible] ☐ CE ☐ RE ☐ RPE ☐

The plan stage construction of Highway #170 (Molalla River-Wright's Bridge Section) recognizes the need for unrestricted access to Wagon Wheel Park, which is sufficient assurance to Clackamas County regarding this recreational facility. Therefore, we see no necessity of amending the contract. If there are any closures, you can be assured that Clackamas County will be in immediate touch with the Resident Engineer on this project.

JOHN C. McINTYRE - Director of Public Works

By Winston W. Kurth

WINSTON W. KURTH - County Engineer

/mak

cc: E.S. Hunter
L.W. Rulien
J.H. Versteeg

RECEIVED
MAR 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8

8016

cc: ~~E. S. Hunter~~
L. W. Rulien
W. J. Hart
Robert E. Royer
C. G. Swenson
F. E. Terpin
Edward L. Hardt (2)
A. E. Shirley (4)
Carl M. Williams (2)
W. E. Schwartz (2)

cc's made 3-25-74 and sent

1859

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

March 21, 1974

NOTED
E. S. HUNTER

RECEIVED
MAR 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Road Design Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The following projects have been reviewed by the Wildlife Commission staff and comments to safeguard fish and wildlife developed.

Molalla River (Wrights) Bridge Section
Cascade Highway
Clackamas County
This project has been reviewed through the Fill/Removal permit system and comments are attached.

McKay Creek Bridge Section
SAS 401
Crook County
This project has been reviewed through the Fill/Removal permit system and comments are attached.

Foothill Drive Section
FAS 23-108
Malheur County
This project has been reviewed through the Fill/Removal permit system and comments are attached.

Bullards Bridge Section
Oregon Coast Highway
Coos County
We anticipate no adverse effects from this project.

Thomas Creek Bridge
Oregon Coast Highway
Curry County
We anticipate no adverse effects from this project.

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman
Fishery Biologist
Environmental Management

Attachments

cc FCO

pw

Date [illegible]

ORS 541.605 et seq.

County Clackamas

River Molalla

Name of Applicant O.S.H.D. Permit No 16

State Permit No. 1411 Corps of Engineers PN. No. ________

☑ new ☐ renewal

☐ 1. The Department of Environmental Quality
  ☐ a. has issued Waste Discharge Permit No. ________ for this project.
  ☐ b. will require a Waste Discharge Permit for this project.

☒ 2. The operation shall be conducted in a manner that will ~~behind a berm sufficient to isolate the operation from the free-flowing stream and~~ prevent any turbidity increase ☒ of 5 JTU's over background ☐ when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

☒ 3. ☒ a. The river shall not be diverted from its present channel.
  ☐ b. At the project's completion, the stream shall be
  ☐ PLACED IN A SINGLE CHANNEL ☐ RETURNED TO ITS ORIGINAL CHANNEL

☐ 4. All potholes or removal pits shall be ☐ LEVELED ☐ CONNECTED TO THE RIVER upon completion of a season's work or by ________.

☒ 5. ☐ DIKES SHALL BE CONSTRUCTED ☒ CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ☐ __ GRASS __ SHRUBS __ TREES SHALL BE PLANTED prior to ________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

☒ 6. No ☐ DIKE CONSTRUCTION ☐ CHANNEL CHANGE ☒ OPERATION OF EQUIPMENT shall be done in the active flowing stream from Sept 15 to July 1 without prior written approval from the Division of State Lands.

☐ 7. There shall be no ☐ REMOVAL ☐ FILLING in the permit area between the period of ________ without prior approval of the Division of State Lands or as outlined in the special conditions below.

☐ 8. Material shall not be removed to a depth greater than [________ feet ☐ ABOVE ☐ BELOW] the floor of the adjacent streambed.

☒ 9. Spoils, ~~stockpiles~~, and other ~~fill~~ waste materials shall be placed ☒ ABOVE THE BANKLINE ☐ BEYOND THE REACH OF FLOODING WATER ☐ ABOVE MEAN HIGHER HIGH WATER ☐ BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

☒ 10. DSL Retains the Right - - -

☐ 11. ________

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Oregon Wildlife

ORS 541.605 et seq.

Date [illegible]

County [illegible]

River [illegible]

Name of Applicant OSHD - [illegible]

Corps of Engineers PN. No. ________

State Permit No. 1437

☑ new ☐ renewal

☐ 1. The Department of Environmental Quality ________ for this project.
☐ a. has issued Waste Discharge Permit No. for this project.
☐ b. will require a Waste Discharge Permit

☑ 2. The operation shall be conducted ~~behind a berm~~ sufficient to Minimize ~~isolate the operation from the free-flowing stream and prevent~~ any turbidity increase. ☐ when natural stream turbidities are ☐ of 5 JTU's over background 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

☐ 3. ☐ a. The river shall not be diverted from its present channel.
☐ b. At the project's completion, the stream shall be ☐ RETURNED TO ITS ORIGINAL CHANNEL ☐ PLACED IN A SINGLE CHANNEL

☐ 4. All potholes or removal pits shall be ☐ LEVELED ☐ CONNECTED TO THE RIVER upon completion of a season's work or by ________.

☑ 5. ☐ DIKES SHALL BE CONSTRUCTED ☑ CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED
☐ ___ GRASS ___ SHRUBS ___ TREES SHALL BE PLANTED prior to ________
in area of streambank disturbance to prevent abnormal erosion of streambanks.

☐ 6. No ☐ DIKE CONSTRUCTION ☐ CHANNEL CHANGE ☐ OPERATION OF EQUIPMENT shall be done in the active flowing stream from ________ without prior written approval from the Division of State Lands.

☐ 7. There shall be no ☐ REMOVAL ☐ FILLING in the permit area between the period of ________ without prior approval of the Division of State Lands or as outlined in the special conditions below.

☐ 8. Material shall not be removed to a depth greater than [________ feet ☐ ABOVE ☐ BELOW] the floor of the adjacent streambed.

☐ 9. Spoils, stockpiles, and other fill materials shall be placed ☐ ABOVE THE BANKLINE ☐ BEYOND THE REACH OF FLOODING WATER ☐ ABOVE MEAN HIGHER HIGH WATER ☐ BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

☑ 10. Activities in the active flowing stream should be limited to the low flow period.

☑ 11. DSL retains the right [illegible]

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Oregon Wildlife

ORS 541.605 et

Date 3-11-74

County Crook

River McKay Cr.

Name of Applicant OSHD - #92

State Permit No. 1432 Corps of Engineers PN. No. ______

[✓ new] ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. ______ for this project.
( ) b. will require a Waste Discharge Permit for this project.

[✓] 2. The operation shall be conducted ~~behind a berm~~ sufficient to ~~isolate the operation from the free-flowing stream and prevent any~~ minimize turbidity increases ( ) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

[✓] 3. ( ) a. The river shall not be diverted from its present channel.
[✓] b. At the project's completion, the stream shall be ( ) PLACED IN A SINGLE CHANNEL [✓ RETURNED TO ITS ORIGINAL CHANNEL]

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ______.

[✓] 5. ( ) DIKES SHALL BE CONSTRUCTED [✓ CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED] ( ) ___ GRASS ___ SHRUBS ___ TREES SHALL BE PLANTED prior to ______ in area of streambank disturbance to prevent abnormal erosion of streambanks.

[✓] 6. No [✓ DIKE CONSTRUCTION] [✓ CHANNEL CHANGE] [✓ OPERATION OF EQUIPMENT] shall be done in the active flowing stream ~~from~~ during high flows [illegible] without prior written approval from the Division of State Lands.

[✓] 7. There shall be no [✓ REMOVAL] [✓ FILLING] in the permit area between the period of high flows without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [______ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

[✓] 9. ~~Spoils, stockpiles, and other~~ fill ~~materials~~ shall be placed (See 10.11) [✓ ABOVE THE BANKLINE] ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

[✓] 10. [illegible]

[✓] 11. [illegible]

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency [illegible]

- 8016

8

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
JACK F. SHIELDS
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

cc: E. S. Hunter
L. W. [illegible]lien
W. J. Hart
Robert E. Royer
C. G. Swenson
F. E. Terpin
Edward L. Hardt (2)
A. E. Shirley (4)
Carl M. Williams (2)

cc's sent 3-20-74

March 19, 1974

NOTED
E. S. HUNTER

RECEIVED
MAR 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Road Design Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

The following projects submitted to us for review have been examined. Our comments on fishery safeguards accompany each section below.

1. Molalla River (Wrights) Bridge Section
   Cascade Highway
   Clackamas County

   There are fall chinook and coho salmon and steelhead trout in the stream system. No work should be allowed in the stream after October 1 unless behind berms or cofferdams. Curing or waste water pumped out of the work area should not be discharged into the stream.

2. Bullards Bridge Section (Painting)
   Oregon Coast Highway
   Coos County

3. Thomas Creek Bridge (Painting)
   Oregon Coast Highway
   Curry County

   The Coquille River has clam beds downstream from Bullards Bridge as well as fish populations in the stream so maintaining water quality in the river during the duration of the contract is important.

Although Thomas Creek has no known anadromous or shellfishery it no doubt supports a resident fish population thus water standards should be maintained.

All paint used on both bridges must be of a nontoxic nature.

4. McKay Creek Bridge Section
FAS 401
Crook County

The proposal is above the reach of anadromous fish thus our main concern is protecting the stream from foreign material and providing water quality throughout the length of the contract.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission

Form FHWA 121 (Rev. 5-73)

8016

8

UNITED STATES GOVER NT
Memorandum

ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 13, 1974

In reply refer to: 10-41.71

SUBJECT: Oregon Project S-226(-)
Molalla River (Wright) Bridge

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. L. Wallace's January 8 memorandum, supplemented by the one of February 22, transmitted the plans and hydraulic memorandum for this Secondary Road Plan project.

The plans show the new bridge having virtually the same length as the existing structure. From our site review it does not appear necessary to maintain this length because of the terrain at the north end. We visited the site during the 1972 flood and the small amount of water over the bank on the north side was slack. It would seem that any increase in backwater by shortening the bridge at least one span would be minimal. We had hoped the hydraulic memorandum would cover this point, but it did not. Maybe there is some other reason for maintaining the existing bridge length of which we aren't aware - such as fill availability.

The hydraulic report does discuss the unstability of the location of the stream channel. It would appear prudent, therefore, to lower the footings on the lower north bank, especially Bent 5, to insure stability against the possibility of further channel shifts.

We assume the Hydraulic Data information will be completed on the final plans.

We would appreciate your comments on this so we can process the program documents.

G. L. Green

RECEIVED
STATE HWY ENGR
MAR 13 '74
REFER TO
FOR
Info | File

Orig
3-14-74

8016 2

March 1, 1974

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-226(8)

We are submitting program data for one rural secondary project, Item No. 14, Project No. RS-226(8), "Molalla River (Wrights) Bridge Section", which we desire to have included in the Federal-aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for this project on April 25, 1974.

The negative declaration was concurred in by FHWA on February 15, 1972.

Clearinghouse (IM 50-1-70), 3c Planning (PPM 50-9) and Public Hearings (PPM 20-8) requirements for this project were waived by FHWA under memorandum dated May 4, 1972.

Enc.

JG:pr

Budget Bureau No. 41-R2067; App

U.S. DEP
BU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

3-1-74

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR 213 1.71 mi. S. of Mulino, S 0.44 mi. 21 65	**ADT**	PRESENT 4,500* (66)	FUTURE 7,600 (70)	YEAR 94 (71) (72)	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr.,Dr.,H.T. Pave, One Bridge 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER 226 7

CARD 1	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Clackamas		CODE 005 (14) (16)
	NAME OF URBAN AREA -- 17-31	ROUTE NO. S	FEDERAL-AID 147 (32)	STATE 160 (36) (37)

U.S.
--
(41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		SR 213 1.71 miles south of Mulino, south 0.44 miles.					
5					**ROW**							
5					**CONST** (CODE) (Safety) X081 6203		"Molalla Riv. (Wrights) Bridge Sec."	0.44	1,624,000	1,269,000	355,000	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.44	1,624,000	1,269,000	355,000	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

*DHV is 450 for this location.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

3-1-74

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OJECT LOCATION (45 typewriter spaces) SR 213 1.71 mi. S. of Mulino, S 0.44 mi.	ADT	PRESENT 4,500*	FUTURE 7,600	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 14

WORK (35 typewriter Pave, One Bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER 226	SEQ. NO. (8)

I. Projects Only: POST MI. | DESIG.

Rural Secondary

--

COUNTY NAME: Clackamas CODE 005

ROUTE NO. S | FEDERAL-AID 147 | STATE 160 | U.S. --

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		SR 213 1.71 miles south of Mulino, south 0.44 miles.						Construct one pre-stressed concrete girder bridge (L. 645'; HC 44'; one 8' walk (bikeway). Gr., dr., H.T. pave approach roadways at both ends of bridge (approx. 0.31 mi.) to provide 2-12' lanes with 10' shldrs. & an 8' walk/bikeway on W. side. Remove extg. bridge. ROW - 60' min.; Access control-partial; Parking restrictions-none.
OW								
ONST (CODE) (Safety) X081 6203		"Molalla Riv. (Wrights) Bridge Sec."	0.44	1,624,000	1,269,000	355,000		
		PROJECT TOTALS	0.44	1,624,000	1,269,000	355,000		

PROVAL DATES

REMARKS

*DHV is 450 for this location.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

MOLALLA RIVER (WRIGHTS) BRIDGE SECTION

PROJECT NO. RS-226(8)

Continued:

Existing Facility:

Roadway -- 22-foot bituminous surface with 1-foot gravel shoulders.
Structure -- Steel thru truss bridge with timber trestle approach spans (total length 620 feet; horizontal clearance 19'-4"; vertical clearance 14'-11").

Adjacent Sections:

North and South Ends -- Same as roadway described above.

Project Data: Construct, on existing alignment, one prestressed concrete girder (bulb T) bridge (Br. No. 1352A) 645 feet long with a horizontal clearance of 44 feet and an 8-foot walk/bikeway on the west side. Grade, drain and high-type pave approach roadways at both ends of bridge (approx. 0.31 mi.) to provide two 12-foot lanes with 10-foot shoulders and an 8-foot walk/bikeway on the west side. Remove existing bridge.

Bridge Type Code X081 - - - Est. Cost $1,296,000
Roadway Type Code 6203- - - Est. Cost $ 328,000

Exceptions to Minimum Standards: None

System Action, Railroads, Airports, Water Development, Historical Sites: None involved. NOTE: Mulino Airport lies northerly within one and a half miles of the project. The runways are oriented such that the proposed work will not cause any conflict.

Recreational Areas: Covered in negative declaration.

PPM 90-1 Requirements: Negative declaration concurre February 15, 1972.

Clearinghouse (IM 50-1-70), 3c Planning (PPM 50-9) an (PPM 20-8) Requirements: Waived by FHWA memorandum d

Location/Design: Approval granted January 14, 1974 u of the Secondary Road Plan.

NOTE: (1) On-the-job trainees, as set forth in FHWA on this project will be determined at PS number stipulated in the PS & E documents

(2) This project is in Congressional Distric

MOLALLA RIVER (WRIGHTS) BRIDGE SECTION

PROJECT NO. RS-226(8)

-- 22-foot bituminous surface with 1-foot gravel shoulders.

e -- Steel thru truss bridge with timber trestle approach spans (total length 620 feet; horizontal clearance 19'-4"; vertical clearance 14'-11").

d South Ends -- Same as roadway described above.

struct, on existing alignment, one prestressed concrete
idge (Br. No. 1352A) 645 feet long with a horizontal
et and an 8-foot walk/bikeway on the west side. Grade,
e pave approach roadways at both ends of bridge (approx.
de two 12-foot lanes with 10-foot shoulders and an 8-foot
e west side. Remove existing bridge.

e Type Code X081 - - - Est. Cost $1,296,000
ay Type Code 6203- - - Est. Cost $ 328,000

num Standards: None

roads, Airports, Water Development, Historical Sites:
A: Mulino Airport lies northerly within one and a
roject. The runways are oriented such that the proposed
any conflict.

Covered in negative declaration.

PPM 90-1 Requirements: Negative declaration concurred in by FHWA on February 15, 1972.

Clearinghouse (IM 50-1-70), 3c Planning (PPM 50-9) and Public Hearings (PPM 20-8) Requirements: Waived by FHWA memorandum dated May 4, 1972.

Location/Design: Approval granted January 14, 1974 under the provisions of the Secondary Road Plan.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) This project is in Congressional District No. 2.

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem

DATE January 11, 1974

TO E. S. Hunter
Assistant State Highway Engineer

FROM L. H. Young
L. H. Young
Office Engineer

SUBJECT Location/Design Approval
Molalla River (Wrights) Bridge Sec.
Project No. RS-226(-)
Cascade Hwy., Clackamas Co.

We hereby request, under the provisions of the Secondary Road Plan, your approval of the location/design as described hereinafter and in the enclosed study report data for the proposed Molalla River (Wrights) Bridge Section of the Cascade Highway (FAS 147) in Clackamas County.

Location/Design

a. The location is the existing highway facility at MP 12.47.

b. The design consists of a structure having a clear 44-foot roadway and an 8-foot pedestrian/bikeway on the downstream side with roadway approaches consisting of two 12-foot lanes, 10-foot shoulders and an 8-foot bikeway on the westerly side. The project length is 0.38 mile.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

1 copy Location Section Report, November 27, 1973
1 copy Traffic Analysis Report, December 9, 1972
1 copy Right of Way Section Report, February 8, 1972
1 copy Detail Map, December, 1971
1 copy Profile and Typical Section, December, 1971

The Highway Division has considered the enclosed study report as well as the social, economic and environmental effects and has concluded the hereinabove-described location/design is suitable for the proposed highway project. It was determined that consideration of alternate locations was not a factor in this case.

Public hearing, 3c Planning and Clearinghouse requirements were waived by FHWA memorandum dated May 4, 1972.

A negative declaration for the proposed project received FHWA concurrence on February 15, 1972.

The location/design for which we are requesting your approval has been published in appropriate news media as required by PPM 20-8.

Endorsement to Office Engineering Section

January 14, 1974

Location/Design Approved

E S Hunter

E. S. Hunter
Assistant State Highway Engineer

Attach.

RNC:dg

cc F. B. Klaboe
A. E. Johnson
L. H. Young
V. Wolfe
J. H. Versteeg
H. S. Cox
R. N. Chase
B. L. Gifford

LOCATION SECTION STUDY REPORT

MOLALLA RIVER (WRIGHT'S) BRIDGE SECTION

Cascade Highway
Clackamas County

The need for a public hearing was waived as per Federal Highway Administration Memorandum 10-35-FA dated May 4, 1972.

The proposed facility will be a two-lane highway having 12-foot travel lanes and 10-foot shoulders. The project consists of replacing the existing narrow bridge with a structure having a 44-foot roadway and reconstructing the approaches. An 8-foot bikeway will be added to the westerly or downstream side of the proposed project. To center the structure with the added 8-foot bikeway within the existing right of way, the centerline has been shifted to the right or easterly. The northerly approach will be widened to provide a left-turn refuge area for the Union Mill County Road. The total length of the project is 0.38 miles.

During 1970 the traffic on this section of highway averaged 4500 vehicles daily, about six percent of this traffic being trucks. The projected 1990 traffic is 7500 vehicles daily. The computed capacity of the existing highway is 4650 vehicles daily.

In the negative declaration dated December 9, 1971 it was stated that the proposed structure would be 40 feet wide. After further review and based on the traffic counts, it has been determined that the structure and roadway should be 44 feet wide.

No families, businesses, farm operations or non-profit organizations will be displaced by the proposed project.

Any seeding, mulching or landscaping necessary to protect the environment and enhance the esthetics of the area will be a part of the project. Any signing or traffic protection devices necessary to protect the public will also be included in the project.

11-27-73

bc: FHWA
Offic[illegible]gineering ✓
Environmental
Finance: 103-1461-980
County & City (2)
Public Affairs
L. W. Rulien, Regional Engineer
M. W. Stovall, District Engineer

A. E. Johnson
E. S. Hunter
R. [illegible] Schroeder
H. S. Coulter
W. J. Hart
J. H. Versteeg
Victor Wolfe
J. B. Boyd
R N. Chase
C. W. Head

December 28, 1973

MOLALLA PIONEER, Molalla 97038
ESTACADA-CLACKAMAS COUNTY NEWS, Estacada 97023
ENTERPRISE-COURIER, Oregon City 97045

Attention Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested people relative to the State's proposal on the Molalla River (Wrights) Bridge Section of the Cascade Highway (ORS 211), approximately three miles northerly of Molalla, Clackamas County, Oregon.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, January 3, 1974, or the nearest publication date thereto. Submit your billing in triplicate to the Fiscal Officer, Finance Section, 434 Highway Building, Salem, Oregon 97310, and attach one copy of an affidavit of publication.

This notice will be of interest to those who may be affected by the plan, some of whom may not read your classified columns. It will be appreciated, therefore, if you will print a news item in the proper place in your newspaper advising where the official notice may be read.

It will be satisfactory to print the notice in one column. If any questions arise, call L. W. Rulien, Regional Engineer in Milwaukie, phone 654-7741, extension 262.

Very truly yours,
ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Administrator and
State Highway Engineer

Att: Notice

cc: Clackamas County

NOTED
R. D.
BY

NOTED
L. H. YOUNG

NOTICE REQUESTING HIGHWAY LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, Oregon State Highway Division, after study of the engineering, environmental, and socio-economic aspects, is considering location-design approval for right-of-way acquisition and construction of the Molalla River (Wrights) Bridge Section on the Cascade Highway (ORE 211) approximately three miles northerly of Molalla, Clackamas County, Oregon.

The proposed project will consist of reconstruction of this section for approximately 0.38 mile, providing two 12-foot travel lanes, 10-foot shoulders, including a structure over the Molalla River, with an 8-foot pedestrian-bikeway on the downstream side.

Maps and related data pertinent to the proposal are in the Transportation Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

F. B. Klaboe
Administrator and
State Highway Engineer

* * * * *

12/28/73

MOLALLA PIONEER, Molalla
ESTACADA-CLACKAMAS COUNTY NEWS, Estacada
ENTERPRISE-COURIER, Oregon City

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
February 8, 1972

To: Mr. Victor Wolfe
Location Engineer

B U I L D I N G

SUBJECT: PHASE II RELOCATION REPORT
R/W Liaison Cost Estimate
Cascade Highway
Molalla (Wrights) River Bridge Unit
Clackamas County
Prefix 103--1461-913

Attention: Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

Attached is a copy of the Phase II Relocation Report on the subject sections.

John R. Oakes
John R. Oakes
Assistant R/W Engineer

JRO:ha

Attachment
cc R. E. Simpson /w/ att.
Tom Edwards
F. B. Klaboe
Floyd Query
L. H. Young /w/ att.
H. S. Cox
Robert E. Royer /w/ att.
W. H. Tebeau /w/ att.
Stu Couper /w/ att.

NOTED
VICTOR D. WOLFE

SP*52479-724

FORM 8-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 28, 1972

SUBJECT: R/W Liaison Cost Estimate
Cascade Highway
Molalla (Wrights) River Bridge Unit
Clackamas County
Prefix 103-1461-913

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. John R. Oakes ✓
Asst. Right of Way Engineer

The project covered by this report is the right of way needs for the construction of approaches to a new bridge on permanent easements, temporary easements to provide area for the construction work, and a small parcel of land purchased in fee to relocate a driveway and restrict access at the northerly end of the proposed bridge.

The right of way needs lie on both sides of the present right of way between Station 182+15 and Station 201+00. It contains a total of 59,487± square feet or 1.37 acres of which 49,517± square feet are permanent slope easements, 8,360± square feet are temporary construction easements, and 1,610± square feet is a fee taking. The total cost of the right of way needs are estimated at $4,325 which is itemized as follows: Permanent slope easement, $3,270; Temporary construction easements, $340; Right of way needs in fee, $400; Improvements, $205; and Incidentals, $110.

The right of way needs will affect six property ownerships that range in size from .9 acre to 69+ acres. The land use in this neighborhood is predominately single-family residential and recreation with a few scattered commercials along the Cascade Highway.

There are no water wells within the bounds of the right of way needs; and due to the type of construction, the productivity of the wells that are near the right of way should not be adversely affected. Public water from the Mulino Water District is available in the neighborhood. The existing and proposed right of way should provide adequate area for the relocation of utilities. The City of Canby gets a portion of its domestic water supply from the Molalla River but this project should not adversely affect it.

There is a park on the east side of the proposed project but the small amount of area needed from it will be in the form of an easement and there will be no adverse affect on the park facilities. The facility is publically owned by Clackamas County and is known as Wagon Wheel Park.

There are no outdoor advertising signs within the proposed project boundaries.

The land needed for this project is unimproved except for driveways and grass landscaping on three of the parcels.

The real estate market is quite active in this neighborhood. The land use is changing along the State Highway and County roads from agricultural to residential with some recreational use also. Commercial use appears to be fairly well established in the existing locations and doesn't appear to be enjoying the growth rate of the other two uses. Homesites start at about one-half acre in size and range upward to several acres.

Henry M. Brindley
Henry M. Brindley
Dist. Liaison Agent

Melvin C. Monroe
Melvin C. Monroe
Right of Way Agent

es
cc D. H. Moehring

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1971

SUBJECT:

To:

Victor D. Wolfe
Location Engineer

BUILDING

Public Hearing Documentation
Molalla River (Wrights) Bridge Section
Cascade Highway
Clackamas County

The need for an improved facility on the Molalla River (Wrights) Bridge Section of the Cascade Highway is evident when future traffic volumes are compared with the capacity of the existing facility. During 1970, the average daily traffic for this section was 4,500 vehicles. Truck traffic amounts to six percent of the total daily traffic. The projected 1990 average daily traffic is 7,500 vehicles. The computed capacity of the existing highway is 4,650 vehicles.

During the period from January 1, 1966 through December 31, 1968, for eight months of 1969, and for the year 1970, the accident rate for this section of highway was 6.89 accidents per million vehicle miles. This compares with the statewide average accident rate for similar types of highways of 3.22 accidents per million vehicle miles.

Public utilities which may be affected by the construction of this facility are Portland General Electric Company, Northwest Natural Gas Company, Molalla Telephone Company, and Mulino Water District.

Robert E. Royer

Robert E. Royer
Planning Engineer

TS:ap
cc: Don Keyes
Stu Couper

REFERRED TO Don Keyes
By Location Engineer

SP*82475-734

8016

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 19, 1974

Mr. Gilbert Kappler, President
Molalla River District Improvement Co.
Route 1, Box 125
Mulino, Oregon 97042

Riprap Construction
Molalla River (Wrights)
Bridge Sec.
Cascade Highway
Clackamas County

Dear Mr. Kappler:

Here are five copies of U. S. Army Corps of Engineers Drawing ML-1-45/2 which shows, shaded in red, riprap to be placed as part of the construction of the subject project.

In addition to the riprap shown in red it is the State's intention to construct a cut-off ditch and riprap as shown shaded in blue. The ditch will be constructed as shown on Section X-X on the attached Riprap Construction Details.

All riprap will be keyed and placed by Corps procedure and equal to Corps Class III.

If the proposed riprap construction is acceptable to your District please approve the drawings and forward them to the Corps of Engineers District Office in Portland. If further information or assistance is required please contact this office.

Yours truly,

Jack M. Cartwright
Utility Office Engineer

JMC:jrk

cc: Corps of Engineers

bc: H. S. Coulter
Edward L. Hart
R. L. Lenz
R. H. Rumbolz

FEB 20 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

8016 8

February 13, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Finance Approval
Molalla River (Wrights) Br. - Cascade Highway - Clackamas Co.
S. Fk. Malheur River - Malheur Caves Rd., Steens Highway -
Malheur Co.

The surveys for these sections have been completed and projects are scheduled for contracting early in 1974. Neither project required a public hearing; however, the Division has met all federal requirements for clearinghouse and environmental concerns.

The Molalla River (Wrights) Bridge Section is proposed as a Federal-aid Secondary project. The section is 0.4 mile in length and involves construction of a new bridge over the Molalla River with minimum roadway approaches. The total estimated cost is $1,625,000.

The South Fork Malheur River - Malheur Caves Road Section will be financed with Federal Lands Highway funds in an amount of $413,000 and the remaining $452,000 is proposed to be financed from Federal-aid Secondary funds. This section is 4.94 miles in length and involves widening and overlay to two 12-foot travel lanes with 4-foot paved shoulders.

I recommend your approval of these projects as additions to Federal-Aid Program XIIA.

This will be an item on the agenda for your consideration at the February 27 meeting.

bc: G. M. Baldwin
C. W. Head
A. E. Johnson
E. S. Hunter
H. S. Coulter
L. H. Young

Victor D. Wolfe
J. H. Versteeg
J. B. Boyd
Region I
Region V

Gary Sund
R. E. Whipps

BLG:dgk cm

Salem

January 11, 1974

E. S. Hunter
Assistant State Highway Engineer

[illegible]

L. H. Young
Office Engineer

Location/Design Approval
Molalla River (Wrights) Bridge Sec.
Project No. RS-226(-)
Cascade Hwy., Clackamas Co.

We hereby request, under the provisions of the Secondary Road Plan, your approval of the location/design as described hereinafter and in the enclosed study report data for the proposed Molalla River (Wrights) Bridge Section of the Cascade Highway (FAS 147) in Clackamas County.

Location/Design

a. The location is the existing highway facility at MP 12.47.

b. The design consists of a structure having a clear 44-foot roadway and an 8-foot pedestrian/bikeway on the downstream side with roadway approaches consisting of two 12-foot lanes, 10-foot shoulders and an 8-foot bikeway on the westerly side. The project length is 0.38 mile.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

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1 copy Profile and Typical Section, December, 1971

The Highway Division has considered the enclosed study report as well as the social, economic and environmental effects and has concluded the hereinabove-described location/design is suitable for the proposed highway project. It was determined that consideration of alternate locations was not a factor in this case.

Public hearing, 3c Planning and Clearinghouse requirements were waived by FHWA memorandum dated May 4, 1972.

A negative declaration for the proposed project received FHWA concurrence on February 15, 1972.

The location/design for which we are requesting your approval has been published in appropriate news media as required by PPM 20-8.

Endorsement to Office Engineering Section

January 14, 1974

Location/Design Approved

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

Attach.

RNC:dg

cc F. B. Klaboe
A. E. Johnson
L. H. Young
V. Wolfe
J. H. Versteeg
H. S. Cox
R. N. Chase
B. L. Gifford

LOCATION SECTION STUDY REPORT

MOLALLA RIVER (WRIGHT'S) BRIDGE SECTION

Cascade Highway
Clackamas County

The need for a public hearing was waived as per Federal Highway Administration Memorandum 10-35-FA dated May 4, 1972.

The proposed facility will be a two-lane highway having 12-foot travel lanes and 10-foot shoulders. The project consists of replacing the existing narrow bridge with a structure having a 44-foot roadway and reconstructing the approaches. An 8-foot bikeway will be added to the westerly or downstream side of the proposed project. To center the structure with the added 8-foot bikeway within the existing right of way, the centerline has been shifted to the right or easterly. The northerly approach will be widened to provide a left-turn refuge area for the Union Mill County Road. The total length of the project is 0.38 miles.

During 1970 the traffic on this section of highway averaged 4500 vehicles daily, about six percent of this traffic being trucks. The projected 1990 traffic is 7500 vehicles daily. The computed capacity of the existing highway is 4650 vehicles daily.

In the negative declaration dated December 9, 1971 it was stated that the proposed structure would be 40 feet wide. After further review and based on the traffic counts, it has been determined that the structure and roadway should be 44 feet wide.

No families, businesses, farm operations or non-profit organizations will be displaced by the proposed project.

Any seeding, mulching or landscaping necessary to protect the environment and enhance the esthetics of the area will be a part of the project. Any signing or traffic protection devices necessary to protect the public will also be included in the project.

11-27-73

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1971

SUBJECT:

To:

Victor D. Wolfe
Location Engineer

BUILDING

Public Hearing Documentation
Molalla River (Wrights) Bridge Section
Cascade Highway
Clackamas County

The need for an improved facility on the Molalla River (Wrights) Bridge Section of the Cascade Highway is evident when future traffic volumes are compared with the capacity of the existing facility. During 1970, the average daily traffic for this section was 4,500 vehicles. Truck traffic amounts to six percent of the total daily traffic. The projected 1990 average daily traffic is 7,500 vehicles. The computed capacity of the existing highway is 4,650 vehicles.

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Public utilities which may be affected by the construction of this facility are Portland General Electric Company, Northwest Natural Gas Company, Molalla Telephone Company, and Mulino Water District.

Robert E. Royer

Robert E. Royer
Planning Engineer

TS:ap
cc: Don Keyes
Stu Couper

REFERRED TO Don Keyes
By Location Engineer

SP*82479-734

FORM 2-50 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
February 8, 1972

SUBJECT: PHASE II RELOCATION REPORT
R/W Liaison Cost Estimate
Cascade Highway
Molalla (Wrights) River Bridge Unit
Clackamas County
Prefix 103--1461-913

To: Mr. Victor Wolfe
Location Engineer

BUILDING

Attention: Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

Attached is a copy of the Phase II Relocation Report on the subject sections.

John R. Oakes
John R. Oakes
Assistant R/W Engineer

JRO:ha

Attachment
cc R. E. Simpson /w/ att.
Tom Edwards
F. B. Klaboe
Floyd Query
L. H. Young /w/ att.
H. S. Cox
Robert E. Royer /w/ att.
W. H. Tebeau /w/ att.
Stu Couper /w/ att.

NOTED
VICTOR D. WOLFE

SP*52479-734

FORM 8-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
January 28, 1972

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: R/W Liaison Cost Estimate
Cascade Highway
Molalla (Wrights) River Bridge Unit
Clackamas County
Prefix 103-1461-913

ATTENTION: Mr. John R. Oakes
Asst. Right of Way Engineer

The project covered by this report is the right of way needs for the construction of approaches to a new bridge on permanent easements, temporary easements to provide area for the construction work, and a small parcel of land purchased in fee to relocate a driveway and restrict access at the northerly end of the proposed bridge.

The right of way needs lie on both sides of the present right of way between Station 182+15 and Station 201+00. It contains a total of 59,487± square feet or 1.37 acres of which 49,517± square feet are permanent slope easements, 8,360± square feet are temporary construction easements, and 1,610± square feet is a fee taking. The total cost of the right of way needs are estimated at $4,325 which is itemized as follows: Permanent slope easement, $3,270; Temporary construction easements, $340; Right of way needs in fee, $400; Improvements, $205; and Incidentals, $110.

The right of way needs will affect six property ownerships that range in size from .9 acre to 69+ acres. The land use in this neighborhood is predominately single-family residential and recreation with a few scattered commercials along the Cascade Highway.

There are no water wells within the bounds of the right of way needs; and due to the type of construction, the productivity of the wells that are near the right of way should not be adversely affected. Public water from the Mulino Water District is available in the neighborhood. The existing and proposed right of way should provide adequate area for the relocation of utilities. The City of Canby gets a portion of its domestic water supply from the Molalla River but this project should not adversely affect it.

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There are no outdoor advertising signs within the proposed project boundaries.

The land needed for this project is unimproved except for driveways and grass landscaping on three of the parcels.

The real estate market is quite active in this neighborhood. The land use is changing along the State Highway and County roads from agricultural to residential with some recreational use also. Commercial use appears to be fairly well established in the existing locations and doesn't appear to be enjoying the growth rate of the other two uses. Homesites start at about one-half acre in size and range upward to several acres.

Henry M. Brindley
Henry M. Brindley
Dist. Liaison Agent

Melvin C. Monroe
Melvin C. Monroe
Right of Way Agent

es
cc D. H. Moehring

80 11

8

January 4, 1974

Mr. Bob Woodman, President
Molalla Chamber of Commerce
Route 2, Box 53
Molalla, OR 97038

Dear Mr. Woodman:

This is in reply to your letter of November 23 requesting consideration for improvement of ORE 213 between Molalla Junction and Oregon City.

At present we have one project scheduled for this section of highway which will replace Wright's Bridge over the Molalla River. This bridge, as you know, has been in need of replacement for some time. Construction is expected to take place in the near future.

We are aware of the deficiencies on the balance of this section, however, it must be recognized that there are many sections of highway in need of improvement and due to the current energy crisis causing a decline in road-user taxes we are required to carefully consider the total needs of the entire highway system when selecting projects.

There is a possibility that the recent bond program may provide funds for selected portions of this section. The Highway Division is asking assistance from the Councils of Government to establish priorities for the use of the bond funds allocated to each district. It may be well for you to contact CRAG and make known your desires. Your needs can then be considered in light of the total needs for District 2. This is the one course available for an immediate consideration of improvement of ORE 213.

I realize this will not give you a positive assurance of improvement of this highway, but with the energy crisis and the resultant reduction in revenue, it becomes necessary to fully consider highway improvement of specific sections in conjunction with total needs.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
E. S. Hunter
V. D. Wolfe

WHT:mc dpy

Chamber of Commerce

MOLALLA, OREGON 97038

President - Bob Woodman
Vice - Pres. - Bill Williams
Secretary - Mary Sharp
Treasurer - Stan Edmark

Nov. 26th, 1973

REFERRED TO
Hwy. Engr
BY ADMINISTRATIVE SERVICES

RECEIVED
STATE HWY ENGR
NOV 28 '73
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

Wolfe
R/D

State Highway Department
Salem, Oregon

Gentlemen:

Molalla Chamber of Commerce would appreciate any support you may give toward the improving of State Highway #213. Could you kindly advise the Chamber if there is some way we, as a group, could improve the highway condition from Molalla junction,.traveling north to Oregon City, a distance of approximately fourteen miles.

The highway was built in the early 1900s, with only minor repair and changes having been made from that time to the present date. There has been a great increase in population along High.213, with the demand of more schools, motor courts, businesses and residences all adding to the travel over #213.

The town of Molalla has added its share of traffic over #213, by those commuters who are employed in the core city, but wish to live in the suburbs. This has added to the heavy chain of traffic wending its way from the core cities of Oregon City and Portland, to find employment in the forest industries of Molalla and also the agriculture lands.

Molalla and area has noticed a remarkable growth for the area, with families leaving the larger cities to find a new home in the suburbs. Business and industry are finding their place as new proposals for shopping centers are heard daily;the over-crowded school system is bursting at its seams and the famous Molalla Buckeroo is forced to expand facilities with a proposed building plan well under way. This all adds to the heavy appeal made by motorists and we of Molalla Chamber who must travel #213.

Please consider the improving of this highway of today for the future growth, health, welfare and economy for all concerned in Molalla along Highway 213 and from our friends and tourists throughout the State. We thank you for your concern for Molalla and surrounding area.

Very truly,

Molalla Chamber of Commerce
Molalla, Oregon 97038
Mary Sharp, Secretary

RECEIVED
NOV 28 1973
HIGHWAY
ADMINISTRATIVE SERVICES

RECEIVED
[illegible]
LOCATION
SECTION

RECEIVED
[illegible] 1973
OFFICE OF
[illegible]

8016

RECEIVED
MAY 1

FOR FI

Form FHWA-121

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 4, 1972

In reply refer to: 10-35-FA

Cust

Br

u-z

Wrights Br

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-S-226(6)
Wrights Bridge Section
Waiver of Procedural Requirements under IM-30-5-71

The clearinghouse requirements under IM 50-1-70 are waived as requested in Mr. Young's April 13, 1972 letter based on the statement in the third paragraph of that letter.

As this project is not located within a comprehensive planning area as defined by PPM 50-9, it is not subject to the 3C planning requirement.

The public hearing requirements of PPM 20-8 are also waived as allowed under provisions of IM-30-5-71 as all other required conditions have been met.

NOTED
F. B. KLABOE

5-11-72
Young
Jay Hart

RECEIVED
[illegible]
OFFICE OF
STATE [illegible]

Noted
[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8016

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Bridge
Wright Br

NOTED
A. E. JOHNSON

Portland General Electric Company
Northwest Natural Gas Company
Molalla Telephone Company
Mulino Water District

April 24, 1972

Re: Revised Preliminary Right of Way Map
Molalla River (Wright's) Bridge
Section
Cascade Highway
Clackamas County

Gentlemen:

Enclosed you will find ____ set(s) of a revised preliminary right of way map on the above subject project. The present tentative schedule calls for opening of bids on August 31, 1972.

Please review this right of way map for changes from the right of way map sent to you on March 30, 1972. If you have facilities in conflict, these changes should be reflected in your relocation plan.

If your relocation is reimbursable, an estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. R. H. Rumbolz, Region Utility Engineer, P.O. Box 02157, Portland, Oregon 97202. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

RMF:dl
Enclosure
cc: Portland General Electric Company
Attn: Mr. C. J. Irelan

A. E. Johnson
L. W. Rulien
R. H. Rumbolz

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
APR 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1[illegible] 1972 8016

FOR FILING

OREGON STATE
HIGHWAY DIVISION

Cond.
Br.
Wrights Br.

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **April 13, 1972**

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by
YOUNG
L. H. Young
Programing Engineer

SUBJECT
Waiver of Procedure Requirement
Under IM 30-5-71
Wrights Bridge Section
Project EHS-S-226(-)
Cascade Highway Clackamas Co.

We hereby request a waiver of the clearinghouse (IM 50-1-70) 3c planning (PPM 50-90), and that the public hearing (PPM 20-8) requirements, as provided under IM 30-5-71, be granted for the subject project.

The proposed project consists of replacing the existing narrow (19'4" H.C.) (14'11" V.C.) 620-foot steel through truss bridge with a modern structure which will provide a 40-foot clear roadway with a 5-foot sidewalk on the downstream side. The approach roadways will be revised to provide two 12-foot lanes with 8' shoulders. The new structure and roadway approaches will require a minor amount of right-of-way and easements as shown (outlined in red on the enclosed location map).

The project is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

The project was determined to have a negative environmental impact and on this basis a "Negative Declaration" was submitted and received concurrence of FHWA on February 15, 1972 in accordance with paragraph 6m of PPM 90-1. In view of the fact that the project was determined to have a negative environmental impact it would have been possible to have requested a waiver of "Environmental Statement Requirements" (PPM 90-1) and have been granted same.

In view of the fact that the environmental statement (PPM 90-1) requirements could have been waived under the provisions of IM 30-5-71, and if the waiver of clearinghouse (IM 50-1-70) and 3c planning (PPM 50-9) requirements is granted, we believe it is in order for the public hearing requirement (PPM 20-8) to be waived for the project on the basis of the information set forth hereinbefore.

We are enclosing a copy of our Location Section memo of April 7, 1972, which contains additional information in substantiation of our request for waiver of the procedural requirements.

Enc.

RNC:dg

cc Tom Edwards
F. B. Klaboe
E. S. Hunter
V. D. Wolfe
W. J. Hart
F. L. Hall
R. H. Chase
B. L. Gifford

File

FORM 6-50 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1972

SUBJECT: **Molalla River (Wrights) Bridge Section**
Cascade Highway
Clackamas County

To:
Mr. L. H. Young
Programing Engineer
Building

Reference is made to Federal Highway Administration Memorandum No. 08.35-EC dated December 28, 1971 regarding approval of the subject project under the Emergency Highway Safety Program.

Molalla River (Wrights) Bridge is approximately four miles northeasterly of Molalla on the Cascade Highway in Clackamas County. The proposed project is the replacement of the existing structure and reconstruction of the approaches.

It is our belief that under the provisions as set forth in Instructional Memorandum 30-5-71, Emergency Highway Safety Program, the following procedures can be waived:

Clearinghouse requirement (IM 50-1-70) is not required because there will be no change in traffic flow patterns and no significant change in land use. The project should not in any way affect decisions or other public works activities that would be of concern to the Clearinghouse agency.

3c planning requirement (PPM 50-9) should not be needed in that the project will not cause any significant alteration of land use or any significant alteration of traffic flow patterns which would result in requiring changes in planning either completed or under way.

NOTED
R. D. ASBURRY

Environmental statement requirement (PPM 90-1) would not have been needed; however, a negative declaration was prepared, presented to the Federal Highway Administration, and a signed copy has been returned. There will be small right of way takings from two properties and slope easements from four properties. There are no buildings within the proposed taking. The project will result in increased safety for traffic with no significant environmental impact.

Chas Y

GP°58479-734

Public hearing requirements (PPM 20-8) can be waived provided the three items listed above have been waived.

Enclosed are three prints of the proposed project showing the additional right of way required. Also enclosed are copies of letters which refer to contacts made to all property owners involved in the project. The only opposition shown was from one owner, Mrs. Burley (formerly Mrs. Dunton). Her objection, however, appears to be over a maintenance matter concerning some driveway culverts which appear to be outside the limits of the proposed project.

In view of the above, please contact the Federal Highway Administration and ask for waiver of a public hearing.

Victor D. Wolfe
Location Engineer

DB:jp
Enclos.
cc: E.S. Hunter
L.W. Rulien

RECEIVED
APR 7 1972
PROGRAMING SECTION

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 27, 1972

SUBJECT: Hearing
Wright Bridge Section
Cascade Highway

To: Mr. L.W. Rulien
Region Engineer

Pursuant to your request of March 8th, I called on the four property owners from whom right of way will be acquired for the pending Wright Bridge Section.

Three of the owners, Crawford, White and Poole, expressed accord with the project plan and were aware of the affect of the project on their property. They stated that they did not desire a hearing.

The fourth party, Mrs Burley, (formerly Mrs Dunton) did not express any feeling against the project or its affect on her property. However she has a circular driveway permit calling for installation of 2 - 12" culverts. She objects to installation of the culverts where no ditch drainage is now in effect. The existing highway is on a slight 1 to 2 foot fill. She seems to be using this entirely extraineous complaint to refuse to waive her right to the hearing.

Assistant District Engineer Kuiper is reviewing the driveway permit to determine if he still feels the driveway culverts are needed.

W. J. Scofield
Resident Engineer

REGION 1
☐ RE ☐ RME ☐ RCE ☐ CE
MAR 28 1972
☐ TE ☐ UE ☐ DES ☐ SEC

MEMORANDUM

TO: DICK DOPP

FROM: WILBUR J. SCHICK

DATE: DECEMBER 31, 1971

RE: PROPOSED SLOPE EASEMENT

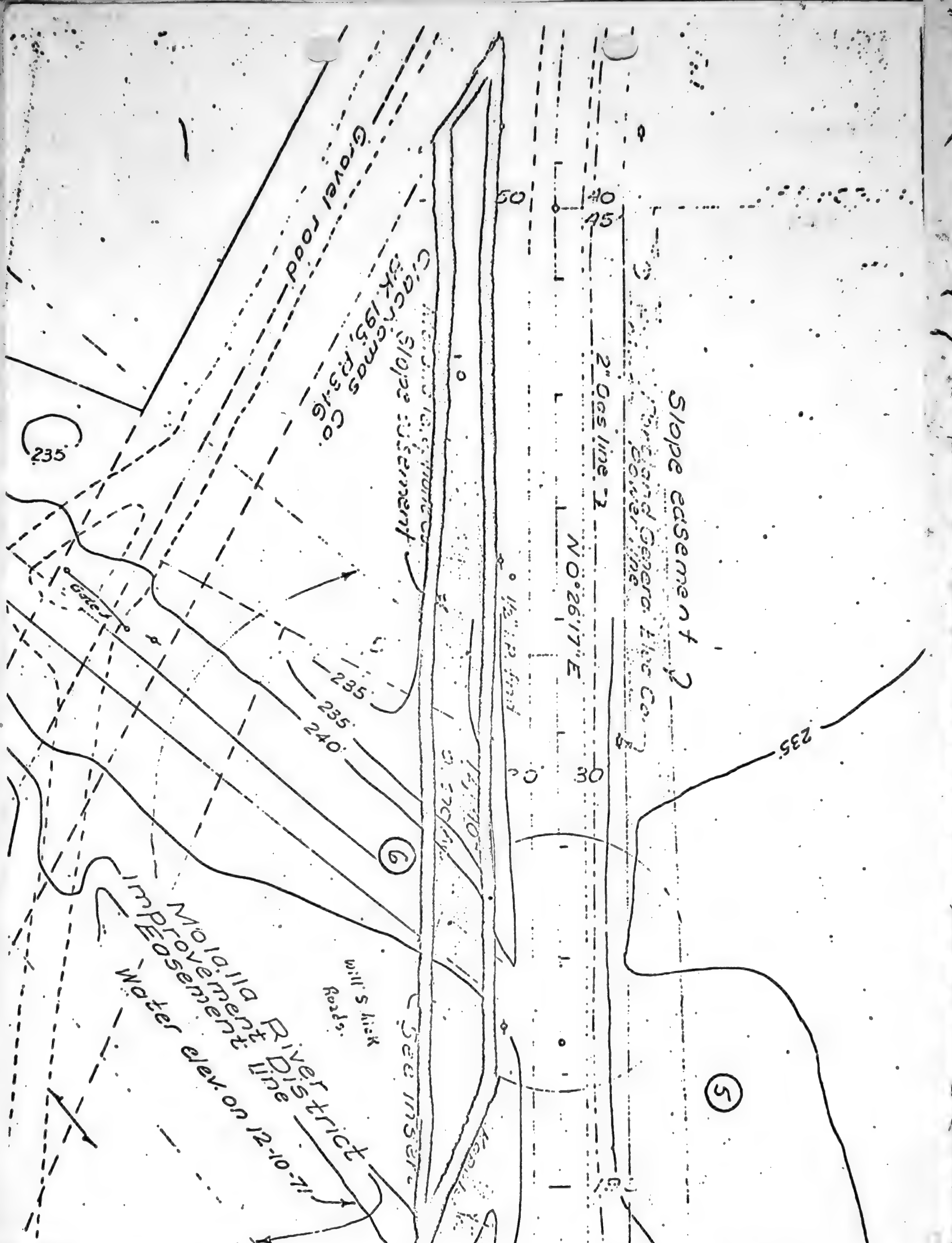
Please be advised I have been contacted by Mr. Monroe with the State Highway Department in regard to construction of a larger bridge across the Molalla River, thus requiring a slope easement as shown on the attached map (on County property).

This is the State's first contact. A hearing will be held next month.

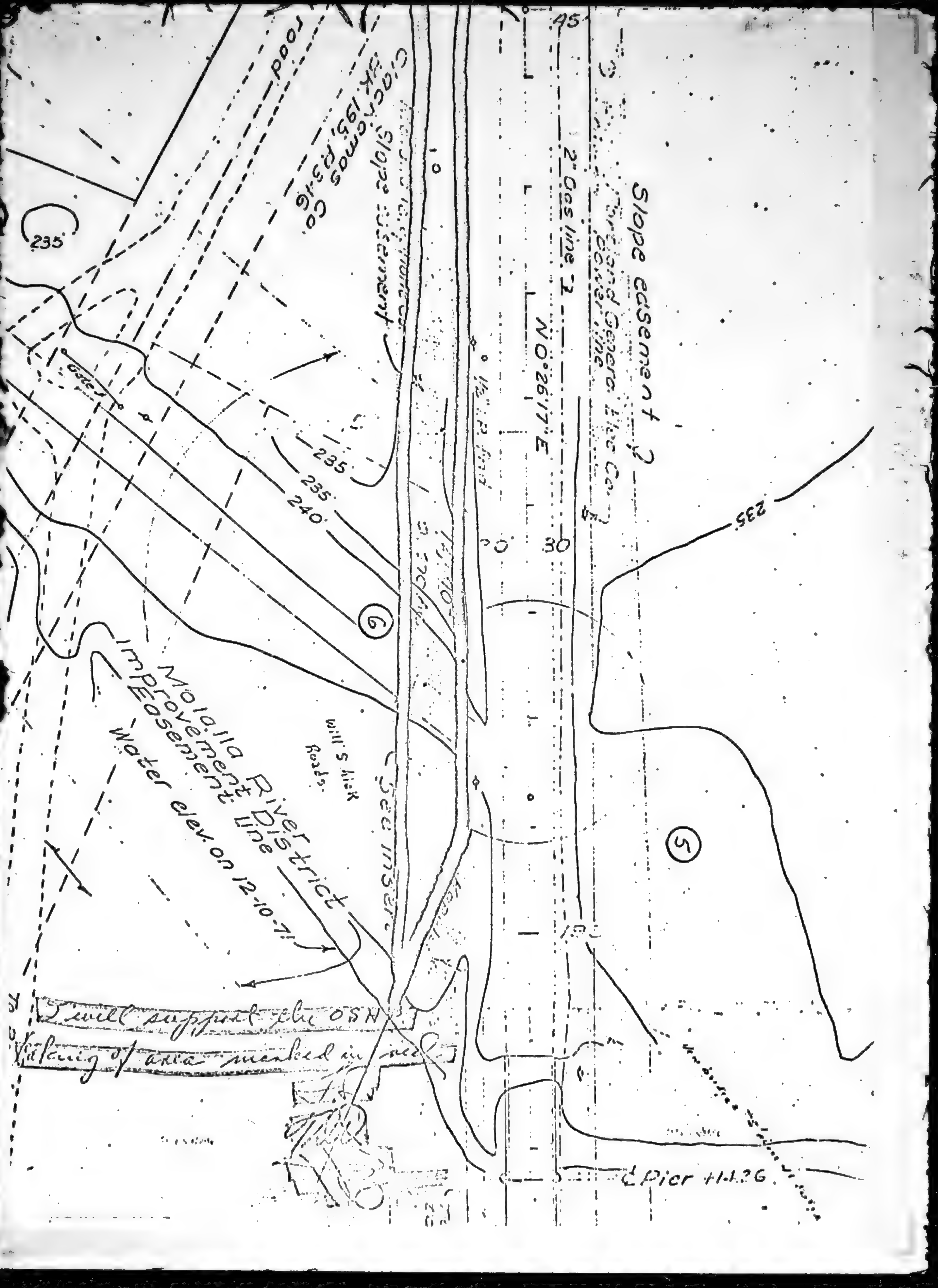
Wilbur J. Schick
Wilbur J. Schick
Right-of-Way Agent

WJS:hb

Attach.


Gravel road
Clackamas Co
BK 195, P.316
Slope easement
Slope easement ?
Portland General Elec Co.
Power line
2" Gas line
N 0°26'17" E
50
40
45
30
235
235
235
240
235
235
Gate
⑥
⑤
Molalla River
Improvement District
Easement Line
Water elev. on 12-10-71
Wills Rock
Roads
See insert

I will support the OSH


Road
Clackamas Co
BK 195 P316
Slope easement
Slope easement ?
Portland General Elec Co.
Power line
2" Gas line
N 0°26'17" E
45
30
235
235
235
240
235
⑥
⑤
Molalla River
Improvement District
Easement line
Water elev. on 12-10-71
See inset
℄ Pier +11.36

I will support the OSH taking of area marked in red

ARROWHEAD GOLF CLUB INC.

MOLALLA, OREGON
829-8080

PUBLIC GOLF COURSE • PRO SHOP • SNACK BAR • DINING ROOM • BANQUET FACILITIES

December 9, 1971

Mr. L. W. Rulien, Regional Engineer
Oregon State Highway Dept.
Box 02157
Portland, Oregon 97202

Dear Mr. Rulien:

This letter is in answer to your letter of December 2, seeking approval of a project to replace the bridge over the Molalla River on Highway 213.

As owner of Arrowhead Golf Club, I am very much in favor of this project and will cooperate in any way that I can. The old bridge is long overdue for replacement and a new bridge would help to alleviate a very dangerous traffic situation.

The golf club will be under the "Open Land Law", but the area which you would need for construction easements would not be affected by this law. I am sure there would not be any problems which could arise from this.

If there is anything I can do to expedite this project, I hope you will feel free to call on me.

Yours Very Truly,

ARROWHEAD GOLF CLUB, INC.

Gilbert Kappler

Gilbert Kappler, President
ARROWHEAD GOLF CLUB, INC.

GK/jc

☐ DE ☐ ADE ☐ ADE ☐ OE

DEC 13 1971

☐ [illegible] ☐ SE ☐ DES

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director
Phone 655-3311, Ext. 281

January 7, 1971

☐ RE ☐ RME ☐ RCE ☐ CL
☐ TE ☐ UE ☐ DES ☐ SEC

JAN 11 1972

Mr. Larry Rulien
Division Engineer
Oregon State Highway Department
Milwaukie, Oregon 97222

Dear Larry:

Attached please find a copy of a letter which I sent to the Board of County Commissioners regarding your reconstruction of the bridge over the Molalla River on Highway 213.

The Commissioners have all indicated on the attached map that they support the Oregon State Highway Department's taking of the area marked in red.

If you have any further questions regarding this matter, please feel free to contact me at your convenience.

Sincerely yours,

John C. McIntyre
Director of Public Works

JCM/mak
Attchmts.

cc: Dick Wilmot
Park Superintendent

Rec'd 1-5-72

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

January 4, 1972

Board of County Commissioners
Room 201 - Courthouse
Oregon City, Oregon 97045

Gentlemen:

The State Highway Department has made a preliminary contact with Mr. Schick regarding property we own adjacent to State Highway 213 at Wagon Wheel Park. I am sure the reason the State Highway Department contacted Mr. Schick is that he is the most recent person they have been dealing with in this County regarding right-of-way.

The State has been planning for many years to replace the bridge over the Molalla River at this location. I am sure the Board agrees that this is a most worthy project.

Approximately two months ago Larry Rulien met with Dick Wilmot and me to discuss the matter on a very preliminary basis. Mr. Rulien was quite concerned that the replacing of this bridge will require right-of-way from the golf course and park property. The State Highway Department is well aware of the anti-highway sentiment being fostered by the ecologists' groups. To put a highway through a golf course and a County park could cause some problem with these types of people.

The State Highway Department has contacted Kappler, the owner of Arrowhead Golf Course, who is quite anxious to see the bridge improved. In reviewing the proposed taking by the State, neither Mr. Wilmot nor I could see any problem. Therefore, I would recommend that the Board of County Commissioners support the taking of this park property in order to rebuild the Molalla River bridge.

The State Highway Department is not asking for any firm commitments at this time, but is only investigating alternatives. I would like to be able to relate to them the position of the Board. For this reason I will appreciate your comments on the matter.

Enclosed please find a copy of the report Mr. Schick gave to me on this matter, along with a vicinity map showing the taking of approximately one-quarter of an acre of our ground.

Sincerely yours,

John C. McIntyre
Director of Public Works

JCM/mak
Encls.

cc: Dick Wilmot
Superintendent
Park Department

ORD.	DISTRIBUTION	DATE	INT.
•	Stefani		
	Telford		
	Schumacher		
	File		
	Sec.		
	Other		

RECEIVED
APR 12 1972

8016 FOR FILING

Cnst
Br
a z

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1972

To:

Mr. L. H. Young
Programing Engineer
Building

SUBJECT: Molalla River (Wrights) Bridge Section
Cascade Highway
Clackamas County

Reference is made to Federal Highway Administration Memorandum No. 08.35-EC dated December 28, 1971 regarding approval of the subject project under the Emergency Highway Safety Program.

Molalla River (Wrights) Bridge is approximately four miles northeasterly of Molalla on the Cascade Highway in Clackamas County. The proposed project is the replacement of the existing structure and reconstruction of the approaches.

It is our belief that under the provisions as set forth in Instructional Memorandum 30-5-71, Emergency Highway Safety Program, the following procedures can be waived:

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3c planning requirement (PPM 50-9) should not be needed in that the project will not cause any significant alteration of land use or any significant alteration of traffic flow patterns which would result in requiring changes in planning either completed or under way.

Environmental statement requirement (PPM 90-1) would not have been needed; however, a negative declaration was prepared, presented to the Federal Highway Administration, and a signed copy has been returned. There will be small right of way takings from two properties and slope easements from four properties. There are no buildings within the proposed taking. The project will result in increased safety for traffic with no significant environmental impact.

NOTED
E. S. HUNTER

Public hearing requirements (PPM 20-8) can be waived provided the three items listed above have been waived.

Enclosed are three prints of the proposed project showing the additional right of way required. Also enclosed are copies of letters which refer to contacts made to all property owners involved in the project. The only opposition shown was from one owner, Mrs. Burley (formerly Mrs. Dunton). Her objection, however, appears to be over a maintenance matter concerning some driveway culverts which appear to be outside the limits of the proposed project.

In view of the above, please contact the Federal Highway Administration and ask for waiver of a public hearing.

Victor D. Wolfe
Location Engineer

DB:jp
Enclos.
cc: E.S. Hunter
L.W. Rulien

RECEIVED
APR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

8016

RECEI

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310
Phone 378-6511

March 30, 1972

Portland General Electric Company
Northwest Natural Gas Company
Molalla Telephone Company
Mulino Water District

Re: Preliminary Right of Way Map
Molalla River (Wright's) Bridge
Section
Cascade Highway
Clackamas County

Gentlemen:

Enclosed you will find ____ print(s) of the preliminary right of way map, our File No. 1R-3-1429, on the above subject project. The present tentative schedule calls for opening of bids on July 27, 1972.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. R. H. Rumbolz, Regional Utility Engineer, 9200 McLoughlin Boulevard, Portland, Oregon 97222. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RMF:dl
Enclosure
cc: Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205
Attn: Mr. C. J. Irelan

A. E. Johnson
W. J. Hart
L. W. Rulien
R. H. Rumbolz

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

Gen files

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FEB 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Molalla River (Wrights) Bridge
Cascade Highway
Clackamas County

Dear Sir:

This negative declaration is to accompany our request for approval of Federal-aid Project S-26(-).

LOCATION AND DESCRIPTION OF PROJECT Wrights Bridge is about 12.5 miles south of Oregon City on the Cascade Highway (ORE 213). It is a narrow (19'-4" roadway) steel truss structure with timber trestle approach spans. The proposed project is to replace the bridge.

The replacement structure will be prestressed concrete construction throughout. Three of the existing piers will be utilized by trimming and encasing in an enlarged footing and pier and two new piers will be constructed. The new structure roadway will be 40 feet and a 5-foot sidewalk will be included on the downstream side. Approach fills will conform to the new structure.

PURPOSE OF PROJECT The purpose is to eliminate a narrow and, consequently, a dangerous bridge structure. The current ADT is 4,500 with a high percentage of logging trucks. While records show an average of one accident annually at this site, there are scars and scrapes of many apparently unreported accidents. The only alternative to the replacement of the structure would be the installation of signals to allow one-way traffic over the existing bridge. This could cause lengthy, if not intolerable, delays to the motorist.

RECEIVED
JAN 18 1972
OREGON DIVISION

DISCUSSION OF ENVIRONMENTAL IMPACTS The most significant impacts will occur during the construction phase of the project. Since the bridge is to be replaced, establishment of one-way traffic, controlled by lights, will be necessary. Motorists will experience delays that may be lengthy at times.

There will be a local disturbance to water quality during new pier construction. To minimize this impact, however, standard specifications designed to maintain water quality while work is accomplished in streams will be in force throughout the project. There will be no permanent effect on aquatic life or habitat. New pier placement will not greatly modify existing stream characteristics.

Although the right-of-way is sufficiently wide to accommodate the roadbed itself, construction easements will be needed to accommodate the necessary fills for the higher roadbed. The two properties that would be affected by the easements are a county park and a golf course. The easements are minimal (averaging 20 feet in width), and the land required is not used for the park or golf course operation.

The only significant long-term impacts, should the proposal be implemented, would be the increase in ease of mobility for the motorist, and the greater safety margin for the users of this bridge.

BASIS FOR NEGATIVE DECLARATION The responsible officials concur in the necessity and desirability of this project as evidenced in the attached correspondence. The long-term favorable impact of having a wider, safer bridge will outweigh any temporary adverse impacts. Your concurrence with this conclusion of the Highway Division staff is respectfully requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By E S Hunter

F. B. Klaboe
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur ______________________ Date 2-15-72
Division Engineer

GAP:bb
Attach.
cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
Frank Hall
R. N. Chase
L. W. Rulien

RECEIVED 8016
JAN 5 - 197
FOR FILING

8

Form FHWA-121 (12-
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Const
Bridges
a.z.

TO: Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 28, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

4644

SUBJECT: Oregon Projects, Clackamas County -
S-226(-), Wrights Bridge, Hwy 160
S-264(-), Canyon Creek Bridge, Hwy 161
S-264(-), Clear Creek Bridge, Hwy 161
Emergency Highway Safety Program

Your request to include the above three structures under the Emergency Highway Safety Program is approved.

This supplements our letter of December 8 in which we raised a question concerning the replacement of these bridges as they relate to the bridge priority system. Mr. Edwards' December 27 letter indicated that these three bridges would be considered priority bridges when the priority listing is completed early in 1972.

1-4-72
REFERRED TO
Young

File
Discuss

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

8016

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Molalla River (Wright) Bridge
Highway: Cascade FAR 147
County: Clackamas
Prefix: 103-1461

Res. Engr.
Approx. Length 0.2 ± mile
Sta. M.P. 26.75± to Sta. M.P. 26.95±
Date 12-28-71

Mean Truck A.D.T. 346
Traffic Coefficient 8.7
18 kip s. a. per day 95.6

Annual Precipitation 46"± (Molalla)
Frost Penetration - - - -
CBR Total Requirement 28.0"

(1)

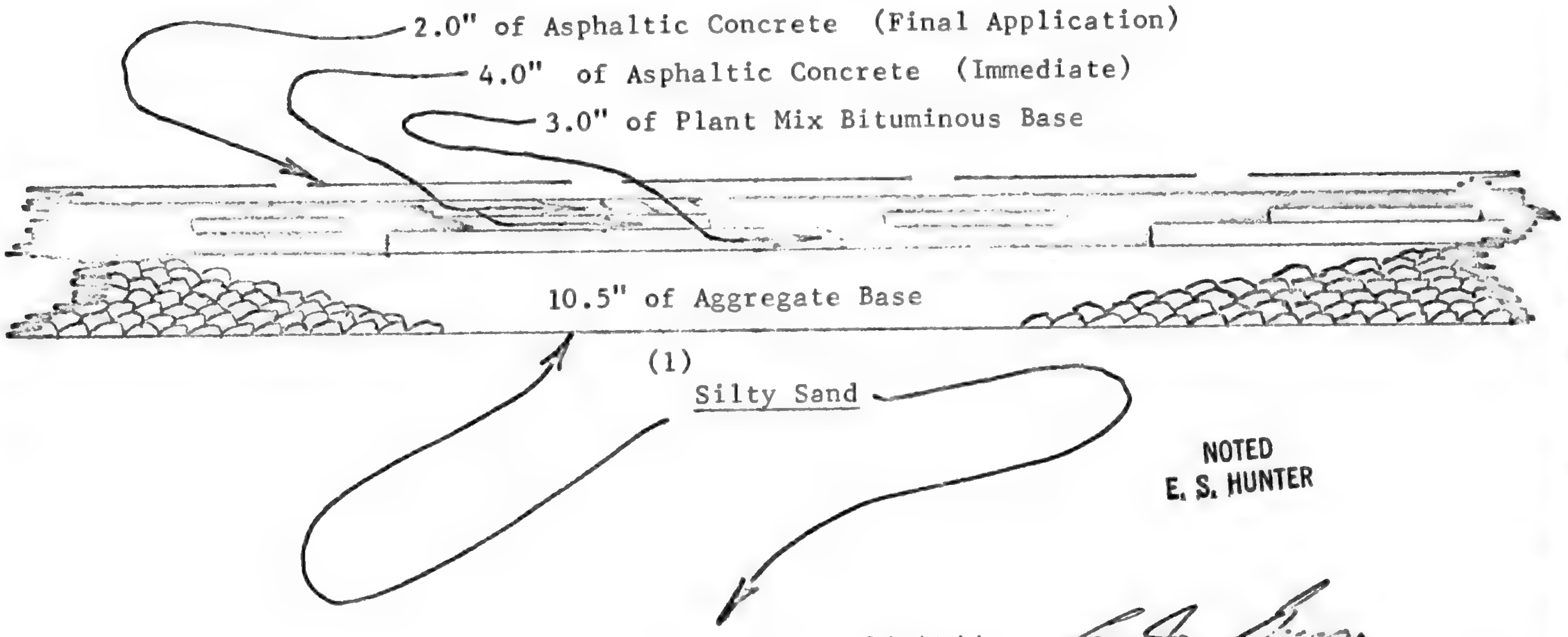
Typical Soil	
35	LL
4	PI
100	%P 10
50	%P 200
0	% Gravel
6	% C Sand
44	% F Sand
36	% Silt
14	% Clay
8	R Value
A-4	AASHO Classif.

Materials Source:

See Pages 5, 6, and 7 for available material sources reported by Region 1.

Credit	Actual Thick.	Component
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
5.5	3.0	P.M.B.B.
10.5	10.5	A.B.
28.0	19.5	

STRUCTURAL SECTION



2.0" of Asphaltic Concrete (Final Application)

4.0" of Asphaltic Concrete (Immediate)

3.0" of Plant Mix Bituminous Base

10.5" of Aggregate Base

(1)
Silty Sand

NOTED
E. S. HUNTER

-over-

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: Molalla River (Wright) Bridge

HIGHWAY: Cascade FAR 147

COUNTY: Clackamas

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	PMBB	3/4"-0 *Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	3.0"	---	12.0"	24.5"	18.5"
6.0 - 7.0	3.0"	---	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	---	2.0"	12.0"	18.0"	16.0"
Cars Only	2.0"	---	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

NEW WORK

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 0.8" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

Credits for Existing Roadway Materials

1.0" P.C.C. or A.C. = 2.0" Aggregate Base
1.0" Base = 0.75" Aggregate Base

TRAFFIC ANALYSIS

SECTION: Molalla River (Wright) Bridge
HIGHWAY: Cascade FAR 147
COUNTY: Clackamas

4500 Present ADT (1972)
5.6 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	125	1.7	213	169	450	76,050
3	70	1.7	119	95	1000	95,000
4	2	1.7	4	3	1250	3,750
5	58	1.7	100	79	3180	251,220
6	0	---	---	---	2570	- - - -
				346	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 426,020
TWENTY YEAR EWL 8,520,400
TRAFFIC COEFFICIENT 8.7

SECTION: Molalla River (Wright) Bridge
HIGHWAY: Cascade (FAR 147)
COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: None made. See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short section, and traffic does not warrant the use of C.R.P.C.C.

MATERIALS SOURCES

Because of the relatively small amount of materials needed, it is suggested that a suitable materials source be the responsibility of the contractor. Some possible sources were investigated and are described as follows:

1. Knights Bridge Gravels: State owned and located 1.67 miles N.E. of Barlow and 10 miles ± from proposed project site. Consists of Molalla River terrace gravels of proven quality.

2. Sharp Quarry: Privately owned by Grant Sharp of Rt. 2 Box 51 Molalla and located approximately 3/4 mile south of the intersection of the Woodburn-Estacada Highway and Grimm Road and 1/2 mile ± west of Grimm Road on the north side of Woodcock Creek. Six miles ± from the proposed project. Material has not been tested. Consists of close, horizontally jointed lava rock with variable weathering containing zones of hard blocky rock which could furnish riprap but would have to be blended with other material to meet gradation requirements. Produced crushed material is scalped but is still very dirty and the owner informed that it is not suitable for oil rock which he produces from river gravels located at his home address. He indicated that he could furnish borrow from either location. The gravel site is 4 miles ± from the proposed project.

3. Dutton Quarry: Privately owned by Dutton Construction Company of Molalla and located 3.5± miles south of the south city limits of Molalla on the Wilhoit Road and 8½ miles from the proposed project. Consists of variable jointed lava rock that breaks into what appears to be a well graded riprap. Material has been tested and used in the past for embankment and crushed base but variable weathering and secondary mineralization noted at the time of this investigation would make it doubtful that this source would meet present specifications. Possible source however of borrow and/or riprap.

4. Molalla Sand and Gravel: Privately owned by E.W. Larson of Molalla and located less than 2 miles west of the Cascade Highway on the Liberal-Canby Road. Haul distance of 2 miles ± to the proposed project. Consists of Molalla River gravels of proven quality. Material has been tested and used in the past. Although the quality is good the present crushing facilities are inadequate for producing specification material. Mr. Larson was interested in making borrow available.

5. Svetlik Concrete: Privately owned. Contact Mrs. Davis at 145 South Birch Street, Canby or Svetlik at the plant in the same location as that of the Molalla Sand and Gravel Company. Short haul of 2 miles ± to the proposed project. Materials and product tested by private testing laboratories and records available. Batching plant quite new and modern.

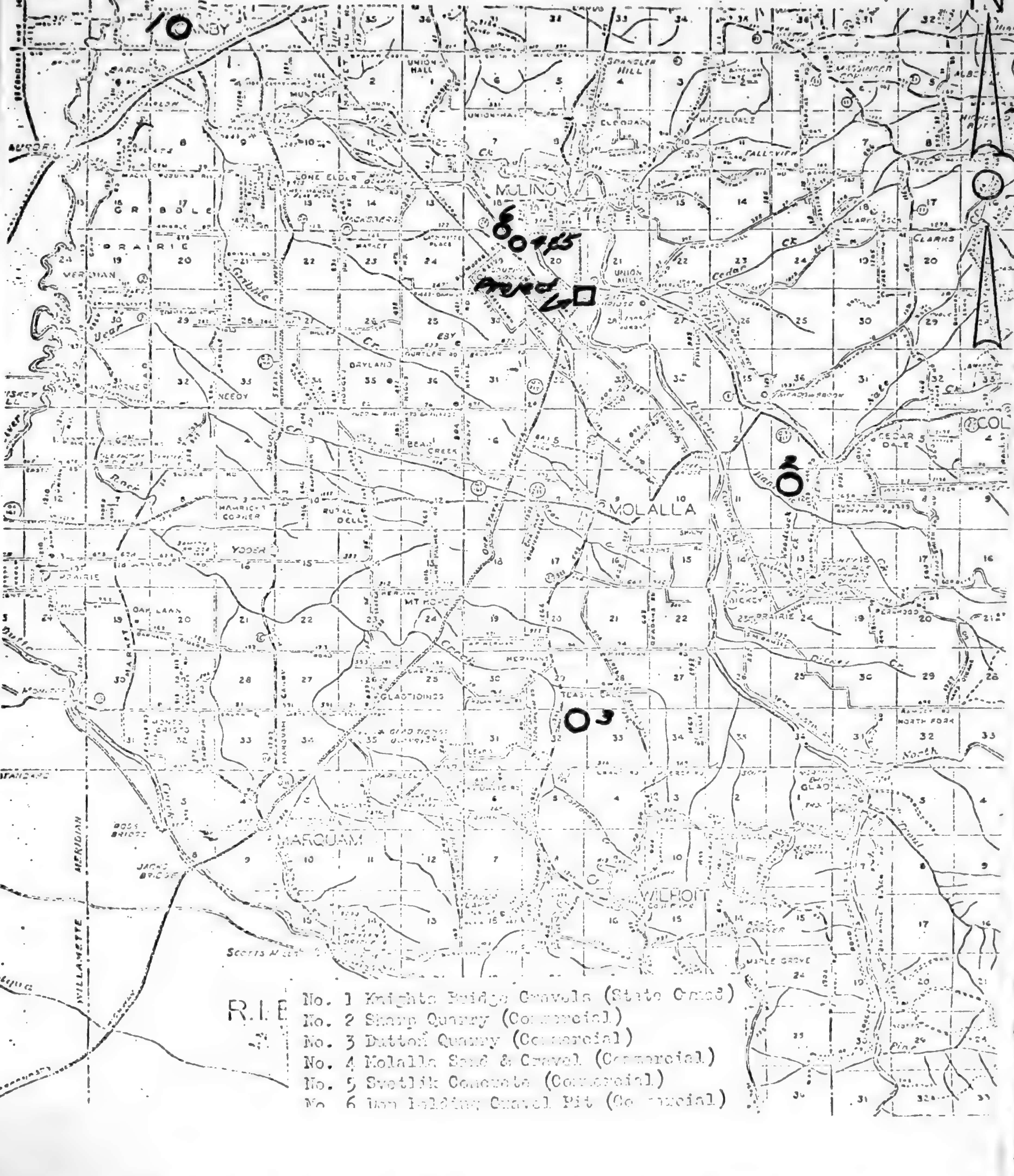
6. Don Belding Const.: Privately owned by Don Belding of Rt. 2 Box 248, Canby. Residence and source located just a short distance west of Molalla Sand and Gravel Company on the Liberal-Canby Road and 2.5 miles ± from the proposed project. Material is good quality Molalla River terrace gravels. Crushing facilities inadequate to furnish material meeting gradation requirements but good source of borrow and short haul.

All owners of the private sources described, expressed a desire to deal with interested contractors.

WRIGHT BRIDGE
TERIALS SOURCE INVESTIGATION
LOCATION MAP
Scale: 1"=2 miles

Soils & Geology Unit
Dan Gano
Rolly Call

December, 1971
Regional Geologist
Assistant Regional Geologist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OAKLAND
NEEDY
BEAR CREEK
MOLALLA
HAMRICK CORNER
RURAL DELL
YODER
MT HOPE
DICKEY PRAIRIE
CEDAR DALE
CLARKS
TEASEL CREEK
GLADTIDINGS
MONITOR
MARQUAM
WILHOIT
MAPLE GROVE
NORTH FORK
ROSS BRIDGE
JACKS BRIDGE
WILLAMETTE MERIDIAN
AURORA
R.1 E

No. 1 Knights Bridge Gravels (State Owned)
No. 2 Sharp Quarry (Commercial)
No. 3 Dutton Quarry (Commercial)
No. 4 Molalla Sand & Gravel (Commercial)
No. 5 Svetlik Concrete (Commercial)
No. 6 Don Holding Gravel Pit (Commercial)

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RECEIVED
DEC 27 1971
FOR FILING

Const
Bridges
Wright

8

December 27, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

4644

Dear Sir:

Re: Emergency Highway Safety Program
S-226 (-), Wrights Br., Hwy. 160
S-264 (-), Canyon Cr. Br., Hwy. 161
S-264 (-), Clear Cr. Br., Hwy. 161
Clackamas County
Your Ref. 08-35-DA

Reference is made to your December 10 letter concerning the possible effect of the Division's Bridge Priority System being developed from the current bridge maintenance inspection and inventory upon programming of the subject three bridge projects.

It is anticipated that we will have a priority list from the bridge inspections and inventories by July 1, 1972. The three subject bridge meet the requirements which would place them as priority bridges for replacing and widening when this list is completed.

Therefore, we request your approval and concurrence of the previous request to include these three bridges within the emergency highway safety program.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe
L. H. Young
E. S. Hunter
B. L. Gifford
R. N. Bothman

RNB:mp ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE:

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Emergency Highway Safety Program
S-226(-), Wrights Br., Hwy 160, MP 12.44
S-264(-), Canyon Cr. Br., Hwy 161, MP 21.54
S-264(-), Clear Cr. Br., Hwy 161, MP 27.33
Clackamas County

Your November 29, 1971 letter requested approval for replacing one narrow bridge and widening two other narrow bridges on the FAS system in Clackamas County under the EHS program.

I agree that these structures would be eligible for EHS financing. Consideration should also be given to the bridge priority system you are developing from the bridge maintenance inspections. Please let us know if this would affect your programming.

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OFFICE OF
STATE HIGHWAY ENGINEER

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PROGRAM & PLANNING
DIVISION

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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**OREGON STATE
HIGHWAY DIVISION**

P. O. Box 02157 Portland 97202 December 2, 1971

Const.
Bridges
A-7

Mr. R. B. Wilmot
Clackamas County Parks Superintendent
1826 S. Kaen Road
Oregon City, Oregon 97045

Dear Mr. Wilmot:

The Oregon Highway Division proposes to replace the Molalla River (Wrights) Bridge on the Cascade Highway. The existing structure has a restricted horizontal and vertical clearance with an Average Daily Traffic of 4,500--a high percentage is logging trucks.

A detailed examination of the project reveals that no right-of-way will be needed for accommodation of the roadbed, but construction easements to accommodate the fill slopes will be required near the southerly bridge approach. The desired slope of these fills will be established to provide the best visual appearance. The establishment of these design features, should the proposal be implemented, will be coordinated with you to insure your satisfaction as an affected property owner.

We are seeking your approval of this project, and ask that you indicate your concurrence by correspondence. If you have any questions regarding this, please do not hesitate to contact me. An expeditious reply would help us very much in scheduling this work.

Very truly yours,

L. W. Rulien
Regional Engineer

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OFFICE OF
STATE HIGHWAY ENGINEER

CAP/LWR/cr
bc F. B. Klaboe
L. H. Young

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**OREGON STATE
HIGHWAY DIVISION**

Const
Bridges
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P. O. Box 02157 Portland 97202 December 2, 1971

Mr. Gilbert Kapler
c/o Arrowhead Golf Club
Route 2
Molalla, Oregon 97038

Dear Mr. Kapler:

The Oregon Highway Division proposes to replace the Molalla River (Wrights) Bridge on the Cascade Highway. The existing structure has a restricted horizontal and vertical clearance with an Average Daily Traffic of 4,500--a high percentage is logging trucks.

A detailed examination of the project reveals that no right-of-way will be needed for accommodation of the roadbed, but construction easements to accommodate the fill slopes will be required near the southerly bridge approach. The desired slope of these fills will be established to provide the best visual appearance. The establishment of these design features, should the proposal be implemented, will be coordinated with you to insure your satisfaction as an affected property owner.

We are seeking your approval of this project, and ask that you indicate your concurrence by correspondence. If you have any questions regarding this, please do not hesitate to contact me. An expeditious reply would help us very much in scheduling this work.

NOTED
F. B. KLABOE

Very truly yours,

L. W. Rulien
Regional Engineer

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OFFICE OF
STATE HIGHWAY ENGINEER

GAP/LWR/cr
bc F. B. Klaboe
L. H. Young

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FORM E-30 (REV. 10-66)
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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 29, 1971

SUBJECT: Proposed Replacement
Wrights Bridge
FBK 4562

To: F. B. Klaboe
Asst. Highway Engineer
BUILDING

You have requested this office to analyze the report which the region transmitted concerning one-way traffic operation on the Wright Bridge replacement project.

We have checked the data and computations involving the traffic volumes and also the clearance period of 17 seconds. These figures are correct. The lane capacity of 1200 vehicles per hour of green is also reasonable.

A difference of opinion arises concerning the cycle length and the length of the yellow period both of which are a matter of judgment. I believe that where an all-red clearance interval exists, the yellow period can be shortened. I would suggest 3 seconds rather than 5 seconds as used by Ron.

Out of any cycle length chosen we must provide 3 seconds of yellow and 17 seconds of all-red for each direction of traffic. This is a total of 40 seconds of dead time where no driver has a green signal indication. The ideal cycle length would be of such magnitude that this 40 seconds would constitute a relatively small percentage of the total cycle -- say 120 seconds.

However, this ideal must be balanced against vehicle waiting time and driver tolerance of individual dealy. No data exists for this value but one minute does not seem reasonable.

Using the above, it is suggested that an 80-second cycle be used with intervals as follows:

Northbound	
Green	-20 seconds
Yellow	- 3 seconds
All-Red Clearance	-17 seconds
Red	-40 seconds
Total:	80 seconds

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STATE HIGHWAY ENGINEER

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Approved 11/29/71
F. B. Klaboe
Asst. State Hwy. Engr.

However, the facility should be carefully monitored upon opening for changes in sequence. FBK.

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FORM E-30 (REV. 10-68)
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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 29, 1971

To: F. B. Klaboe
Asst. Highway Engineer
BUILDING

SUBJECT: Proposed Replacement
Wrights Bridge
FBK 4562

4562

You have requested this office to analyze the report which the region transmitted concerning one-way traffic operation on the Wright Bridge replacement project.

We have checked the data and computations involving the traffic volumes and also the clearance period of 17 seconds. These figures are correct. The lane capacity of 1200 vehicles per hour of green is also reasonable.

A difference of opinion arises concerning the cycle length and the length of the yellow period both of which are a matter of judgment. I believe that where an all-red clearance interval exists, the yellow period can be shortened. I would suggest 3 seconds rather than 5 seconds as used by Ron.

Out of any cycle length chosen we must provide 3 seconds of yellow and 17 seconds of all-red for each direction of traffic. This is a total of 40 seconds of dead time where no driver has a green signal indication. The ideal cycle length would be of such magnitude that this 40 seconds would constitute a relatively small percentage of the total cycle -- say 120 seconds.

However, this ideal must be balanced against vehicle waiting time and driver tolerance of individual dealy. No data exists for this value but one minute does not seem reasonable.

Using the above, it is suggested that an 80-second cycle be used with intervals as follows:

Northbound	
Green	-20 seconds
Yellow	- 3 seconds
All-Red Clearance	-17 seconds
Red	-40 seconds
Total:	80 seconds

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STATE HIGHWAY ENGINEER

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Approved 11/29/71
F. B. Klaboe
Asst. State Hwy. Engr.

However the facility should be carefully monitored upon opening for changes in sequence. FBK.

Southbound

Green	-20 seconds
Yellow	- 3 seconds
All-Red Clearance	-17 seconds
Red	-40 seconds
Total:	80 seconds

This would provide a green indication to each direction and a capacity of 300 vehicles per hour.

In my judgment, one-way signal operation during construction is feasible. There will be delays -- at times greater than the one minute quoted above -- but the overall operation will be tolerable.

L. E. George

L. E. George
Operations Engineer

LEG:lp
Attachment

FORM 2-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland 97202
November 4, 1971

SUBJECT: Proposed Wright Bridge Replacement
Molalla River
Cascade Highway

To: MEMO TO THE FILE

I contacted Mr. Kapler by phone (owner of the Arrowhead Golf Course) and discussed with him the possibility of our replacing Wright Bridge and our need for right-of-way from the golf course to accommodate the new structure and approach. Mr. Kapler was delighted, being very interested in improvements to this highway, and indicated that he would have no objection whatsoever to our proposals. He also indicated that they were experiencing some difficulty at their main entry and that hazards at that entry could be improved if a small deceleration lane could be provided that would enable the southbound right-turning cars to make their slow down out of the main path of traffic.

On Tuesday, November 2, I reviewed this proposed project with Clackamas County Public Works Director, John McIntyre, and Clackamas County Parks Superintendent, Dick Wilmot. I indicated to them that we are still giving thought to precisely what we would do here but that it did appear that we may require some right-of-way along the easterly side of the highway. Clackamas County's Wagon Wheel Park abuts us on the east. The area immediately adjacent to the highway has no particular significance to the operation of the park and neither gentleman thought that there would be any objections. Mr. Wilmot indicated that when we knew the extent of our needed taking from the park, he would be happy to discuss it with their Park Advisory Board and give us a commitment as to their feelings on the matter.

NOTED
F. B. KLABOE

L. W. Rulien
Regional Engineer

LWR/cr

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F.B. Klaboe
V.P. Wolfe

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OFFICE OF
STATE HIGHWAY ENGINEER

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November 29, 1971

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Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Emergency Highway Safety Program
S-226(-), Wrights Br., Hwy. 160, MP 12.44
S-264(-), Canyon Cr. Br., Hwy. 161, MP 21.54
S-264(-), Clear Cr. Br., Hwy. 161, MP 27.33
Clackamas County

Dear Sir:

We hereby request your approval and concurrence that the following proposed projects qualify as "EHS" under the provisions of paragraph (e) of section "Emergency Highway Safety Program" of IM 30-5-71 based on the data set forth for each project.

1. Project S-226(-) Wrights Bridge Replacement.

This project consists of replacing the existing narrow (HC 19'-4")(VC 14'-11") 620-foot, thru steel truss with timber trestle approach spans, structure over the Molalla River on the Cascade Highway (MP 12.44), FAS Route 147, with a comparable structure on an alignment immediately adjacent to the existing structure.

The existing structure due to the restricted 19'-4" horizontal clearance creates a potential accident hazard of a high degree to vehicle operators by presenting two autos approximately a 2' passing clearance and a 2' shy distance from protrusion of the structure and even less maneuver room for an auto and truck or two trucks to pass. This section has an ADT of 4,500 of which a substantial number are trucks, especially logging trucks.

This structure incurs approximately one reported accident a year. However, an inspection of the structure shows numerous scuffs and scrapes which indicate unreported accidents are occurring.

Due to the nature of the structure the only alternate treatment other than replacement would be the establishment, by traffic signals, of one-way traffic. This would, due to the length of the structure, create intolerable delays of traffic and therefore such a remedy is not acceptable.

2. Project S-264(-) Canyon Creek Bridge Widening.

This project consists of widening the existing narrow (HC 20') 76-foot reinforced concrete deck girder bridge over Canyon Creek on the Woodburn-Estacada Highway (MP 21.54), FAS Route 140.

The approach roadway has a 20' bituminous surface with 5' gravel shoulders, which fact presents the driver of an auto or truck with a suddenly restricted area in which to pass another oncoming auto or truck. This restriction creates a potential accident hazard for vehicle operators as the tendency is to shy away from the structure railing and crowd the centerline which could be disastrous when passing an oncoming truck. The ADT for this section is 1,900 of which a considerable number are trucks.

There is no alternate treatment, worthy of consideration, to alleviate or eliminate the potential accident hazard except complete replacement by a comparable structure or a large box culvert.

3. Project S-264(-) Clear Creek Bridge Widening.

This project consists of widening the existing narrow (HC 20') 150-foot reinforced concrete deck girder structure over Clear Creek on the Woodburn-Estacada Highway (MP 27.33), FAS Route 140.

The approach roadway has a 20-foot bituminous surface with 5-foot gravel shoulders. This restriction presents the motorists with the same potential accident hazard as described in 2. above. The ADT for this section is 1,200 of which a large number are heavy trucks.

The only other alternate to widening the structure is replacement by a comparable structure.

The 3 bridges carry considerable bicycle and pedestrian traffic which adds greatly to the potential accident hazard and therefore replacement or widening of the structures would greatly reduce this hazard.

We are enclosing a copy of a memorandum from our Traffic Engineering Division, dated November 15, 1971, which further amplifies the information set forth hereinabove.

This letter is in response to your letter of October 29, 1971, relative to the subject projects. The necessary program actions will be submitted in the near future.

We sincerely hope this data, combined with that in our letter of October 27, 1971, permit your approval and concurrence that the proposed projects qualify as "RHS" under the provisions of IM 30-5-71.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb

Enc.

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
Frank Hall
V. D. Wolfe
R. N. Chase
B. L. Gifford

FORM C-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 15, 1971

SUBJECT: Safety Projects
Hwy. #160 - M.P. 12.44
Hwy. #161 - M.P. 21.54 & 27.33

To: V. D. Wolfe
Location Engineer
BUILDING

Attention: D. E. Swan

Cost analysis of the subject safety projects indicate marginal benefits based upon recorded accident information.

The Wright's Bridge structure over the Molalla River at M.P. 12.54 on Hwy. #160, incurs approximately one accident per year, which using our capital recovery factor of 0.0726, would justify a capital cost of $40,000. The estimated cost of replacing this structure is $850,000. However, it is apparent from looking at the bridge sides, which are considerably scuffed up, that unrecorded accidents are occurring here.

In addition, a potential hazard exists as this 19-foot-wide structure is the primary bottleneck between two portions of wider roadway. With the existing 19-foot horizontal clearance, it is extremely hazardous for trucks to pass, and as this is an area subject to considerable usage by the logging industry, heavy trucks must continually meet on the structure.

The only alternate treatment for this structure would be the installation of traffic signals establishing a one-way traffic pattern on the bridge. This is technically feasible. However, the length of the bridge is such that such a traffic pattern on a permanent basis, because of the necessary 20-second clearance periods, would cause intolerable delays. One-way traffic operation, although it would cause delay, would be acceptable during construction.

On Hwy. #161, at M.P. 21.54, the Canyon Creek structure crosses Canyon Creek and has a 20-foot horizontal clearance. The roadway surface width on either side of this structure is approximately 30 feet. The accident record is approximately that of the statewide average rural accident rate for secondary highways. Because of the potential hazard presented by truck usage of this structure, widening is recommended at an estimated cost of #100,000.

The Clear Creek structure at M.P. 27.33, on Hwy. #161, has 20 feet of horizontal clearance and has no provision for pedestrians or bicycles. The accident rate prevailing since 1966 is also similar to that of the statewide average accident rate for secondary, rural highways. The roadway width on either side of this structure is approximately 30 feet. The estimated cost to widen this structure is $175,000.

SP*62475-734

It is recommended that the Wright's Bridge structure be replaced and that the Canyon Creek and Clear Creek structures be widened to eliminate the potential hazard caused by rapid reduction in roadway width and to provide for pedestrian and/or bicycle movement.

L. E. George

L. E. George
Operations Engineer

VPJ:pb

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NOV 16 1971
LOCATION
SECTION

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 29, 1971

In reply refer to: 08-35.1/710.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Emergency Highway Safety and Unemployment Program
(IM 30-5-71, 10-5-71 and IM 30-5-71[1])

Mr. Klaboe's letter of October 27 requested approval for the widening of Canyon Creek Bridge, Clear Creek Bridge, and Wrights Bridge through the use of EHS funds.

Enclosed is a new IM 30-5-71(1) which outlines the information needed for approval of this type of project. Please submit the supporting information, along with a program and your usual supporting information in regard to hearings and environmental statements, when applicable in accordance with IM 30-5-71.

Enclosure
IM 30-5-71(1)

Simpson:nig

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R. D. ASBURRY

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NOV 4 1971
PROGRAM & PLANNING
DIVISION

NOTED
TOM EDWARDS

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BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

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OCT 26 1971

INSTRUCTIONAL MEMORANDUM 30-5-71(1)
EN-21

SUBJECT: EMERGENCY HIGHWAY SAFETY AND UNEMPLOYMENT PROGRAM AND RELEASE OF 2ND QUARTER FY 1972 OBLIGATION AUTHORITY

HIGHWAY SAFETY IMPROVEMENT PROJECTS

Paragraph (a), page 2 of IM 30-5-71 provides that highway safety improvement projects, which result from a program set forth in PPM 21-16, be included in the emergency highway safety (EHS) program. It is the intent that the review and organizational location of authority for determining eligibility will be the same for including these projects in the EHS program as for the continuing safety program.

For all ABC funded highway safety improvement projects and Interstate funded minor type safety work, the authority for determining eligibility is with the Division Engineer.

For Interstate funded highway safety improvement projects involving major work, the authority for determining eligibility is with the Regional Administrator and may be redelegated under certain conditions as set forth in IM 21-10-71, "Highway Safety Improvement Projects on the Interstate System", dated October 22, 1971.

SAFETY RELATED PROJECTS

The intent of paragraph (e), page 2 of IM 30-5-71 is to also include in the EHS program some safety related work that does not satisfy the eligibility requirements for safety projects under PPM 21-16.

It is expected that this safety related work will include major reconstruction such as widening of narrow bridges and shoulders on the lower order highway systems which is justified on an overall need basis but cannot be supported on the basis of safety alone. When such projects are proposed for ABC funding and the Division Engineer considers the proposed work has significant safety benefits, he may approve it for the EHS program without referral to the Region or Office of Engineering.

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/FN
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It is also expected there may be included in the EHS program a limited amount of major reconstruction work such as interchange ramp modification which can be expected to yield a high safety return but cannot qualify for safety as set forth in PPM 21-16. Such work proposed for ABC funding may be approved for the EHS program by the Division Engineer at his discretion. When FAI funding is proposed for this safety related major reconstruction work, the State's proposal should be referred to the Office of Engineering for review prior to authorization.

F C Turner

F. C. Turner
Federal Highway Administrator

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

INSTRUCTIONAL MEMORANDUM 21-10-71
EN-21

October 22, 1971

SUBJECT: Highway Safety Improvement Projects on the Interstate System

The policy on safety improvement projects is recorded in PPM 21-16 dated March 7, 1969, and was further explained by the May 23, 1969, Circular Memorandum "Highway Safety Improvement Projects on the Interstate System." This memorandum supplements the general policy on such projects, based on experience to date and removes the requirement that major Interstate safety projects be referred to the Washington office prior to approval.

Within the requirements of the several control memorandums mentioned below, it is expected that every State will have a program for improvement of safety on the Interstate System and that the major impetus in such a program shall be roadside safety improvements. Such policy was originally set forth in PPM 21-16 dated January 1966, and was further amplified in IM 21-6-66 and IM 21-11-67 and is implicit in PPM 21-16 dated March 7, 1969. The experience we have gained over the past five years has confirmed our original finding that correction involving low construction costs will result in a high safety return in an overall safety program. Roadside safety corrections should receive high priority and should be expedited to rapid completion.

Minor safety improvements are generally considered to be roadside corrections to those items which were identified as hazardous in the February 1967 Report of the Special AASHO Traffic Safety Committee (The Yellow Book). They usually involve repeated roadside elements rather than specific spot locations. Most often the elements are fixed objects. The work is generally directed toward reducing the severity of accidents rather than just reducing the number. For your general information there is attached a tabulation showing types of Interstate highway minor safety improvements noted with some frequency in our reviews. Minor safety improvement projects may be approved by the division engineer without prior review by the Regional office or the Washington office.

Realizing that there is a high net safety benefit for certain adjustments to the constructed facilities on some projects, a limited amount of major corrective work may be accepted on a high priority basis. Work such as

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bridge widening, extensive regrading, redesign of existing basic geometrics, adding through lanes, rebuilding interchanges, and similar modifications, is considered major corrective work and should be supported by data satisfying all of the requirements of PPM 21-16.

Major safety improvement projects may be approved without prior review by the Washington office. However, for each major improvement project, a copy of the field action on the preliminary proposal and adequate information to generally portray the scope and basis for the work should be furnished as information to the Office of Engineering. Preliminary proposals along with the division engineer's comments and recommendations for major safety improvements shall be referred to the Regional Federal Highway Administrator for determination of eligibility prior to approval by the division engineer. The determination of eligibility of major improvements may be made by the division engineer in those States where the Regional Federal Highway Administrators have made a finding that the States concerned are in conformity with PPM 21-16.

Documentation for support of major corrective work normally should include information on the five following items which should demonstrate benefits or need:

1. The work should be identified as needing improvement based on an accident analysis. This should include a compilation of accident experience, normally for one year or more, that is directly related to the proposed adjustments. More than mere quotation of numbers of accidents or a showing of accident locations on a layout sketch should be furnished. The accident analysis information should include a narrative discussion of accident patterns and likely causal factors related to the site conditions. For some projects, documented observations of the operational characteristics at that location will help to identify causal factors.

2. A statistical analysis should be made to determine if the subject location or site of the proposed improvement has a significantly higher accident rate than other locations with elements suitable for comparison.

3. There should be evaluation of likely alternate safety improvements with estimated costs from which determination is made of propriety of the proposed improvement.

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4. A cost effectiveness analysis should be prepared showing expected reduction in accidents or accident costs after the improvement in relation to the cost of the improvement.

5. It should be demonstrated in the project records that the proposed improvement is selected from the State's highest priority grouping developed in accordance with the requirements of paragraph 4b(4) of PPM 21-16.

It is realized that there are varying degrees of accident data and capability for presently supporting, as outlined above, what few major projects a State may propose on the Interstate System. There should be support to show that the location in question has had an inordinate amount of severe accidents and that the proposed correction can be reasonably expected to produce a measurable reduction in the number and/or severity of those accidents.

Where the Regional Administrator has found the State has a continuing safety improvement program in accordance with PPM 21-16, the detailed data discussed above need not be supplied to FHWA so long as a statement is submitted with the proposal which indicates the project is in the topmost grouping of the Statewide priority listing.

It is recognized that there will be additional expansion or upgrading work which is not warranted as a major safety improvement but nevertheless has considerable merit from the standpoint of increasing capacity and elimination or alleviation of congestion and bottlenecks on completed sections of the Interstate System. These work items are not eligible for FAI fund financing, but they may be considered for Federal-aid primary, rural primary or urban fund financing in accordance with IM 21-8-71.

M F Maloney

M. F. Maloney
Acting Associate Administrator for
Engineering and Traffic Operations

Attachment

Frequent Minor Types of Interstate Highway Safety Improvement Work

(Numbered for reference purposes only)

1. Eliminate unnecessary signs.
2. Place signs on otherwise required structures such as bridges, lighting poles and other sign supports.
3. Relocate signs laterally 30 feet or more from the pavement edge.
4. Relocate signs longitudinally where they cannot be hit such as behind otherwise required guardrail.
5. Convert supports to breakaway design.
6. Convert existing overhead supports to ground mount breakaway design when feasible.
7. Provide protective guardrail around overhead sign supports.
8. Relocate lighting supports from highly vulnerable locations such as gores.
9. Convert lighting supports to breakaway design.
10. Eliminate median U-turn openings.
11. Eliminate small rock outcrops and boulders in an otherwise clear area along the roadside.
12. Round ditches.
13. Flatten ditch dikes and median U-turn openings.
14. Flatten and regrade slopes in gores, and around adjusted drainage structures.
15. Regrade slopes in median or on side to permit the elimination of short sections of guardrail.
16. Remove gore curb.
17. Relocate minor drainage headwalls to the edge of clear roadside area.
18. Convert catch basins and headwalls to a design that allows vehicles to safely pass over.
19. Provide guardrail along large drainage structures.
20. Eliminate unwarranted guardrail.
21. Add additional guardrail or median barrier posts and blockouts or otherwise upgrade the existing rail to one of acceptable modern standard.
22. Replace a guardrail that deflects a lateral distance greater than the space available.
23. Anchor guardrail terminals and adjust them to reduce chance of impalement.
24. Strengthen guardrail in advance of and rigidly attach it to bridge parapets and walls.
25. Upgrade hazardously substandard bridge rail.
26. Install guardrail and median barrier along bridge piers, at overhead sign supports or in narrow medians.
27. Place energy absorption barriers in gores where large fixed objects cannot be relocated.
28. Skid resistant overlays where SN is less than 35.
29. Other less frequent types: add glare screen; add rail screens on pedestrian bridge; signing and interchange lighting; pavement grooving; revised striping at ramp terminals; minor work to lengthen speed change lanes; signing and other minor work to correct lane drops.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 27, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97310

Dear Mr. Simpson:

We propose to initiate three safety projects to correct narrow bridge hazards. Two of the structures are on the Woodburn-Estacada Highway (FAS 140) and involve widening of existing structures. These are the Canyon Creek and Clear Creek Bridges which are nine miles and fifteen miles, respectively, northeast of Molalla. The third bridge is the Molalla River (Wrights) Bridge which is one and one-half miles south of Mulino on the Cascade Highway (FAS 147).

The Canyon Creek Bridge is a 76-foot reinforced concrete deck girder bridge with 20 feet of horizontal clearance. The ADT is 900. The estimated cost to widen this structure is $100,000. The Clear Creek Bridge is a 150-foot reinforced concrete deck girder structure with 20 feet of horizontal clearance. The ADT is 1,200. The estimated cost of widening this bridge is $175,000. The Wrights Bridge is a 620-foot structure with timber trestle approach spans and two 120-foot through steel truss spans and has a horizontal clearance of 19 feet, 4 inches and a vertical clearance of 14 feet, 11 inches. The ADT is 4,500. The estimated cost of replacing this bridge is $850,000.

The narrow structures present an extreme hazard to opposing traffic meeting while crossing the bridge. All three structures are on sections of roadway having combined travel way and shoulders which are wider than the bridge decks, thus increasing the hazard potential.

A minor amount of grading work is anticipated on the proposed widening of the Clear Creek and Canyon Creek Bridges. The

NOTED
L.H. YOUNG

horizontal alignment may require some modification to improve the approaches. The Wrights Bridge replacement may also require some realignment of the roadway.

We ask your concurrence in these safety projects and approval in financing with Federal funds. Your early response is requested since we would like to schedule this work at the earliest possible time.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
L. H. Young
F. L. Hall
Ivan D. Merchant
Victor D. Wolfe

DES:af mc srb

RECEIVED
OCT 28 1971
PROGRAM & PLANNING
DIVISION

8016

11-38

RECEIVED
FORM E-30
DEC 1 - 1971

~~FOR FILING~~
Civil
Bridges
R J

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland 97202
November 4, 1971

To: MEMO TO THE FILE

Wrights Br

SUBJECT: Proposed Wright Bridge Replacement
Molalla River
Cascade Highway

4562

I contacted Mr. Kapler by phone (owner of the Arrowhead Golf Course) and discussed with him the possibility of our replacing Wright Bridge and our need for right-of-way from the golf course to accommodate the new structure and approach. Mr. Kapler was delighted, being very interested in improvements to this highway, and indicated that he would have no objection whatsoever to our proposals. He also indicated that they were experiencing some difficulty at their main entry and that hazards at that entry could be improved if a small deceleration lane could be provided that would enable the southbound right-turning cars to make their slow down out of the main path of traffic.

On Tuesday, November 2, I reviewed this proposed project with Clackamas County Public Works Director, John McIntyre, and Clackamas County Parks Superintendent, Dick Wilmot. I indicated to them that we are still giving thought to precisely what we would do here but that it did appear that we may require some right-of-way along the easterly side of the highway. Clackamas County's Wagon Wheel Park abuts us on the east. The area immediately adjacent to the highway has no particular significance to the operation of the park and neither gentleman thought that there would be any objections. Mr. Wilmot indicated that when we knew the extent of our needed taking from the park, he would be happy to discuss it with their Park Advisory Board and give us a commitment as to their feelings on the matter.

NOTED
F. B. KLABOE

L. W. Rulien
Regional Engineer

RECEIVED
NOV 10 1971
LOCATION SECTION

LWR/cr

RECEIVED
NOV 1971
OFFICE OF
STATE HIGHWAY ENGINEER

8016

RECEIVED
NOV 5 - 1970

8

Const
Bridge
A.Z.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1970

SUBJECT: Molalla River (Wrights) Bridge
Cascade Highway

To:

Wrights Br Mr. R. N. Bothman
Maintenance Engineer

BUILDING

Attention Mr. G. D. Anderson
State Bridge Superintendent

You recently requested an estimate of cost for a structure to replace the existing Molalla River (Wrights) Bridge on the Cascade Highway. The detail plans for the replacement structure were completed in 1966 and are on file in the Bridge Section.

I am enclosing a copy of an up-dated estimate covering the replacement of the structure and the minor roadwork at the ends of the structure.

WJH

Walter J. Hart
Bridge Administration Engineer

WJH:dh
Enclosure

cc A. E. Johnson✓/w/ encl.

NOTED
A. E. JOHNSON

RECEIVED
NOV [illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MOLALLA RIVER (WRIGHTS) BRIDGE

CASCADE HIGHWAY

CLACKAMAS COUNTY

Nov. 2, 1970

Structure

1.	All Required	Remove Old Bridge and Provide for Traffic		$ 40,000.00
2.	All Required	Shoring, Cribbing, etc.		25,000.00
3.	1,230 Cu. Yd.	Structural Excavation	$ 8.00	9,840.00
4.	120 cu. yd.	Structural Excavation Below Elevation Shown	15.00	1,800.00
5.	7,120 lin. ft.	Furnish 10BP42 Steel Piling	5.00	35,600.00
6.	162 only	Drive Steel Piles	130.00	21,060.00
7.	40 only	Splice Steel Piles	40.00	1,600.00
8.	All Required	Class "A" Concrete 2361 yd. @ 100		236,100.00
9.	16 only	80'/85' Type 3 Prestressed Beams	2,000.00	32,000.00
10.	36 only	120'/125' Type 5 Prestressed Beams	4,600.00	165,600.00
11.	All Required	Reinforcement 270,500#@.15		40,575.00
12.	1,290 lin. ft.	Metal Parapet Railing	7.50	9,675.00
13.	644 lin.ft.	Pedestrian Handrail	20.00	12,880.00
14.	50 lin.ft.	8-inch Metal Drain Pipe, Type "A" Coating	4.00	200.00
			SUBTOTAL	$631,930.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$631,930.00
Anticipated Additional Items:		
Road Approaches	$44,500.00	
Traffic Signals	2,000.00	
Flagging	500.00	47,000.00
		$678,930.00
Engr. & Cont. (20%)		135,786.00
TOTAL		$814,716.00

8017 Ochoco Creek (Prineville) 1974
Bikeway in Prineville.
(Grading, paving & structure)

cp 4974 6-6-74

8017

February 10, 1975

Wells-Reed-Wood-West Co.
415 Morgan Building
Portland, OR 97205

Gentlemen:

On February 4, 1975, we wrote to you concerning release of final payment on Contract No. 8017 awarded to Central Oregon Pavers, Inc., for work on the Ochoco Creek (Prineville) Bikeway Project in Crook County.

Final payment on this contract is $3,475.39 and the total contract amount is $69,856.54. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Central Oregon Pavers, Inc.
P. O. Box 728
Redmond, OR 97756

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

8017

CON-5-8017

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
XXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 29, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Vince Gallagher
for C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 8017, Work Completed November 9, 1974

Project Ochoco Creek (Prineville) Bikeway

Highway - -, County Crook

Type of Work Grading, Paving, Structure

Contractor Central Oregon Pavers, Inc.

Recommended Acceptance Date January 30, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

APPROVED
FBKlaboe
STATE HIGHWAY ENGINEER
DATE: 1-30-75

8017

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ochoco Creek (Prineville) Bikeway

WEEK ENDING: December 14, 1974

SECTION PREFIX: 807-1111

HIGHWAY:

COUNTY: Crook

NAME OF JOB: Ochoco Creek (Prineville) Bikeway

KIND OF WORK: Grade, Pave & Structure

CONTRACTOR: Central Oregon Pavers Inc

CONTRACT NUMBER: 8017

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 28, 1974

DATE WORK STARTED: June 24, 1974

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS 145

WORK DAYS USED

SPECIFIED CALENDAR WORKDAYS 120

CALENDAR WORKDAYS USED 145

SPECIFIED COMPLETION DATE

PROJECT AUTHORIZATION: $ 84,798.70

PERCENT OF TIME ELAPSED 100

EXCLUSIVE OF ENGINEERING: $ 77,392.70

ENGINEERING AUTHORIZATION $ 7,406.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 72,456.74

ENGINEERING COST TO DATE $ 9,206.92

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96

ESTIMATED PERCENT: OVERRUN UNDERRUN 6.4 %

PERCENT OF AUTHORIZATION 124 %

DATE PROJECT WAS COMPLETED: November 9, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.52				1.52
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.52				1.52
TOTAL ESTIMATED QUANTITIES (CONTRACT)	$12,887				1,700 ton
TOTAL QUANTITIES CORRECTED TO DATE	13,410				1,340 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	13,410				1,340 ton
AVERAGE DAILY QUANTITIES	0				0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.				3275B				
PERCENT				100				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL REPORT

Semi-final estimate submitted to Region Office XXXXX December 11th.

SIGNED H. W. Robertson LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8017

J

December 2, 1974

Central Oregon Pavers, Inc.
Post Office Box 728
Redmond, Oregon 97756

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8017 for work on the Ochoco Creek (Prineville) Bikeway in Crook County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 25 days is granted which will delete all liquidated damages. This is because of delay in delivery of fencing material and Price Agreement No. 1.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
V. L. Gallagher
Carl Williams

fr srb

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8017 Contractor Central Oregon Pavers Inc.

Highway

Section Ochoco Creek (Prineville) Bikeway

Kind of Work Grade, Pave, and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows: Contractor had a bond fide delay in delivery of fencing material (B.I. 15) which was not within his control.
Recommend increase in calendar workdays is 25.

Recommended for Approval:

Asst Regional Engineer

Construction Engineer ~~or Bridge Engineer~~

Asst State Highway Engineer

Contract No. 8017
Project designation State (State-Federal)
Date awarded May 28, 1974
Work started June 24, 1974
Per cent completed 100 Nov 9, 1974 (Date)
No. of Workdays Allowed 120
No. of Workdays Used 145
No. of Added Workdays Requested 30

SP*67865-734

E-320 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 11, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 150 days, within which to complete our Contract No. 8017, without the assessment of liquidated damages. The said contract is described as follows: Ochoco Creek (Prineville) bikeway in Crook County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Materials for item 15 were ordered 6-18-74 and have not been delivered as of this date.

Materials for items 18 and 19 were ordered 7-1-74 and have not been delivered as of this date. It is expected that deliveries of these materials and installation can be completed within the requested 30 day period.

Respectfully submitted,

Central Oregon Pavers, Inc.
Contractor

By

CONSENT OF SURETY

Date OCTOBER 15, 1974

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: Fred C. Reed
Attorney-in-fact
FRED C. REED
COUNTERSIGNED: WELLS-REED-WOOD-WEST Co.
BY: Fred C. Reed
Resident Agent

(SEAL)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8017

Salem, Oregon
November 29, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Request for Time Extension
Ochoco Creek (Prineville) Bikeway
Contract No. 8017

Central Oregon Pavers, Inc. requested a 30-day increase in the specified 120-day contract time before the project was completed. The project has now been completed (November 9) with 25 days liquidated damages accrued at $75 per day. The request is based on material shortage delaying delivery of fencing and barrier posts which were items subcontracted to Douglas Coats.

Workday count started June 18; site work started June 24. All contract work except the fencing and barrier posts had been performed about a week prior to the expiration of the contract time and the barrier posts were installed within a week afterwards so the main reason for the delay in completion is the 42" chain link fencing item. The contract quantity was for 180 feet of this and the time request includes copies of the subcontractor's memorandums showing timely placement of the fence material orders. This item was then further complicated by Price Agreement No. 1 which is dated August 2 (at which time 38 percent of the contract time had expired or 46 days) which documented an additional 90 feet of fence (a 50 percent increase at the bid price). The timing on this price agreement alone would justify the extension requested. In addition, the request is documented by a letter from the fence supplier, which specifically cites material shortages. I therefor concur in the 25-day extension recommended by the Resident and Region which will delete all liquidated damages.

This is a State project. Rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: V. L. Gallagher

RECEIVED
NOV 29 1974
Office of
Assistant State Highway Engineer

J

#8017

June 6, 1974

City of Prineville
City Hall
Prineville, OR 97754

Attention: Jim Watson
Administrator

MISC. CONTRACTS and
AGREEMENTS No. 4974

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of a bicycle-pedestrian facility along Ochoco Creek and lying between Madras-Prineville Highway and the Ochoco Highway in Crook County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

#8017

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
JUN 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE June 3, 1974

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM Specifications Engineer

SUBJECT Footpaths and Bicycle Trails for
Ochoco Creek (Prineville) Bikeway Project
Crook County

The following items are chargeable to footpaths and bicycle trails on the above-named project:

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
1	Temp. Protection & Direction of Traffic	All	All	Lump Sum	1,650.00
2	Temporary Signs	Sq. Ft.	265	5.00	1,325.00
3	Flagmen	Hr.	125	11.00	1,375.00
4	Clearing & Grubbing	All	All	Lump Sum	3,000.00
5	Blade Grader	Hr.	130	25.50	3,315.00
6	Tractor	Hr.	80	30.00	2,400.00
7	Front End Loader	Hr.	45	27.50	1,237.50
8	Dump Truck	Hr.	90	22.00	1,980.00
9	Roller	Hr.	50	20.00	1,000.00
10	Laborers	Hr.	130	11.00	1,430.00
11	Watering	M-Gal.	30	5.00	150.00
12	Soil Sterilization	Lb.	500	1.25	625.00
13	Class "C" Asphalt Concrete	Ton	1,700	17.05	28,985.00
14	12-in. Culvert Pipe	Lin. Ft.	180	6.25	1,125.00
15	42-in. Chain Link Fence	Lin. Ft.	180	17.35	3,123.00

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
16	Bicycle Ramps	Each	7	100.00	700.00
17	Concrete Curbs	Lin. Ft.	750	2.50	1,875.00
18	Removable Vehicle Barrier Posts	Each	13	175.00	2,275.00
19	Fixed Vehicle Barrier Posts	Each	9	100.00	900.00
20	Structure Excavation	Cu. Yd.	90	16.80	1,512.00
21	Class "A" Concrete	All	All	Lump Sum	4,063.50
22	4'x40'/45' Prestressed Slabs	Each	3	2,509.50	7,528.50
23	Reinforcement	All	All	Lump Sum	924.00
24	Loose Riprap Class 100	Cu. Yd.	45	14.70	661.50
				TOTAL	73,160.00

Width: 8 Feet   Length: 1.52 Miles

Total of all contract items $73,160.00
100% of contract in footpaths and bicycle trails.

AB:we
cc: E. S. Hunter
J. H. Versteeg
L. W. Rulien
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

8017

May 22, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
May 23 Bid Letting

Bids will be taken May 23 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366, is shown:

1. Molalla River (Wrights) Bridge
   Cascade Highway, Clackamas County
   Grade, Pave and Structure Project

An 8-foot bicycle/pedestrian facility will be provided.

2. Mill Street-Walnut Street (Eugene)
   Pacific Highway West, Lane County
   Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Silver Creek (Silverton) Bridge
   FAS 147 and West Main Street, Marion County
   Grade, Pave and Structure Project

Five-foot walks on each side will be incorporated on a replacement basis of the existing facilities.

4. Oak Knoll Bikeway Overcrossing
   Willamina-Salem Highway, Polk County
   Grade, Pave and Structure Project

A separated bicycle/pedestrian facility will be provided along the length of the project.

5. Ochoco Creek (Prineville) Bikeway
   City Park, Crook County
   Grade, Pave and Structure Project

A separated bicycle/pedestrian facility will be provided along the length of the project.

6. Lausmann and Wygant State Parks
   Hood River County
   Grading Footpath Project

A pedestrian facility will be provided within the State Parks.

7. Railroad Avenue at Harmony Road (Milwaukie)
   County Road 56, Clackamas County
   Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

These projects will be on the agenda for your consideration at the May 29 meeting and your approval is requested.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Rulien
Gary Sund
R. E. Whipps

WHW:jp cm

8017

Salem, Oregon

May 3, 1974

Robert A. Sandmann, Regional Construction Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Ochoco (Prineville) Bikeway
Crook County

In reply to your letter of April 26, regarding the construction plans for this project, the work is to be performed on equipment rental basis.

Under the specifications for equipment rental the engineer has complete control over the operations of the contractors equipment in the performance of the work and can confine the activities to a relatively narrow area. Therefore, it was deemed unnecessary to specify a work area width. The provisions for liability, Section 107, due to trespass or damage to private or public property are also applicable.

Bikeway signing by State Forces in the amount of $400 has been included in the project authorization.

FE:we
cc: C. G. Swenson
W. H. Wakerlig
Fred Eriksen

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY - 3 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

8017

Salem, Oregon

April 29, 1974

W. W. Robertson, Resident Engineer
39 Louisiana, Bend, OR 97701

Jean Hardin, Road Design Secretary

Ochoco Creek ~~(Prineville)~~ Bikeway
City Street
Crook County

Here is the following location data on the above-named project.

1	Roll	Profiles
1	Roll	Cross Sections
1	Roll	Relocated Line Cross Sections
1	Roll	1"=50' Detail Map
1	Roll	Vicinity Map and Profile Bridge
1	Sheet	Vicinity Map and Profile - Flat Car Bridge
1	Folder	Field Data, Correspondence, Design Data
1	Book	Topography Notes
1	Book	Transit Notes, Level Notes and Cross Section Notes

jh
cc: Carl Williams
Pete Carstensen

RECEIVED
APR 29 1974
ROAD DESIGN SECTION

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout A

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8017 Crook Co.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

DATE April 26, 1974

TO
Walter J. Hart
Bridge Engineer
SALEM

FROM
Robert A. Sandmann
Regional Construction Engineer

SUBJECT Ochoco Creek Bike Bridge

Returned herewith are plans and special provisions reviewed in the field.

Plans and specials on the bridge appear to be acceptable as proposed.

Comments on grading plans are as follows:

1. Construction should be on equipment rental basis.
2. Need to show a 30' wide construction zone except for area between Sta. 41+60 and Sta. 45, where City is to obtain necessary construction easement.
3. Need provision for signing of bikeway by contractor or State Forces.

RAS:mr

enclosure

cc: W. H. Wakerlig

1 [illegible] J
2 [illegible] T
Swenson
R. Olson
Trout

RECEIVED
APR 30 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ________
Bring Up ___/___/___
Other ________

REFERRED TO

Cole
[✓ Eriksen] FE
Hager
Reed
Sample
Watson

[✓ Return] ☒ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

RECEIVED
APR 29 1974
BRIDGE DIVISION

NOTED
D. O. Christenson

NOTED
L. L. WALLACE

FORM E-30 80M 10-68

☐ RE
☐ RME
☒ RCE

RECEIVED
REGION IV BEND
APR 25 1974
Assigned

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
April 24, 1974

To: Robert Sandmann
Asst. Region Engr.
BEND

SUBJECT: Ochoco Creek Prineville Bikeway
Preliminary Plans
Due Date April 30, 1974

The subject preliminary plans and specifications were reviewed with Robert Clark and Norman Krehbiel with the following comments:

1. Would it be possible to set up the grading work as equipment rental or as a lump sum rather than as shown.
2. Have provisions for signing been provided?

W W Robertson
W. W. Robertson
Res. Engr.

RECEIVED
APR 29 1974
BRIDGE DIVISION

8017

8

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1974

SUBJECT: Ochoco Creek (Prineville) Bikeway
Ochoco Highway
Crook County

To:

Mr. L.W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

The revised location data for the subject project has been submitted to Final Design. Due to City right of way acquisition problems this project, previously scheduled for September 1973 for $55,000, was dropped.

Please have the project rescheduled and a revised City-State agreement prepared. I recommend a May 23, 1974 bid letting date as the final plans and specifications which were previously developed require only minor changes. The field estimated cost for the project is $110,400.

Attached are a copy of the revised plans from the field and Mr. Clark's narrative report.

Victor D. Wolfe
Location Engineer

jdm;jp
Attach
cc: E.S. Hunter
J.H. Versteeg
Carl Williams

RECEIVED
MAR 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Narrative Report
Ochoco Creek (Prineville) Bikeway
Crook County
March, 1974

Prefix 807-1478

This survey was to obtain field data and prepare plans, specifications and estimate for construction of a bikeway along the bank of Ochoco Creek in the City of Prineville. The project starts at the westerly end at the intersection of W 6th St. and the Madras - Prineville Highway, thence easterly to the crossing of the Ochoco Highway of Ochoco Creek. The overall length of the route is 1.63 miles.

W. 6th St. is very narrow with not enough right of way to construct the bikeway on the north side. The City and the School have gotten together and agreed the bikeway will be inside the cyclone fence. There will be no work from Sta. 0+91.75 to approximately Sta. 6+00. This area is paved and and the area needed for the bikeway will either be fenced off or curbed by the school and City. An opening in the fence at approximately Sta. 6+00 will be made by the City.

From Sta. 6+00 to Sta. 13+32 the route will meander its way among existing topography. From approximately Sta. 8+00 to Sta. 13+32 will be near the edge of the existing pavement and this should be an extruded curb section.

Between Sta. 31+00 and 34+30 the City acquired right of way on the southerly side of the creek. This will necessitate a bridge which will not be included in the contract. The bridge at 40+77 will be included in this contract. The idea of a railroad car has been abandoned.

From Sta. 62+00 to Sta. 81+00 the route is through the City park and this area is in lawn. The City will remove the sod ~~and~~ and it is planned to construct the bikeway flush with the lawn.

Because of the small quantities the grading has been worked up on equipment rental basis. The equipment to be furnished by the contractor will be:

1. Blade Grader, minimum weight 21,200 lbs.
2. Tractor (Crawler Typr) with dozer, minimum 42 net HP, maximum 75 net HP
3. Front End Loader, 4 wheel drive, minimum 2½ Cu. Yds.
4. Truck, Dump, minimum 8 Cu. Yds.
5. ~~Rubber Tired Roller, minimum weight, 10 tons.~~
   Steel Wheel Roller 5 to 10 Tons

The three culvert pipe locations will be as directed by the engineer during construction.

The angle points as shown will be replaced by 15 foot radius where possible.

R. H. Clark

R. H. Clark,
Resident Engineer

8017

8

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1974

SUBJECT: Revised Location
Ochoco Creek (Prineville) Bikeway
Ochoco Highway, Crook County

To:

Mr. James H. Versteeg
Road Design Engineer

NOTED
E. S. HUNTER

Herewith is revised field location for the subject bikeway. The only major change from the original plan is an additional bridge west of Deer Street which is to be constructed by the city of Prineville. The revised location data prepared by Mr. Clark appears to be complete. Mr. McClure has reviewed the data with the following suggestions:

1. Incorporate the extruded curb typical section, as shown in the bikeway manual, in the area indicated by Mr. Clark near the Ochoco grade school. Additional short sections of curb may be required where the bikeway approaches the Harwood Street, Deer Street and possibly Juniper Street bridges in order to obtain separation for the two-way facility.

2. In areas where right of way permits, consideration should be given to increasing the 15-foot radius curves to 30 feet along with curve widening as shown in the manual. Possibly the curve widening sketches should be included in the typical section portion of the final plans.

3. The exact limits of a 'no work' area will be required at the location of the new bridge site to be constructed by the City.

4. In view of the high cost of AC surfacing ($35 per ton), possibly an optional modified concrete bikeway surfacing should be considered.

RECEIVED
MAR 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The estimated project cost has increased from $51,600 to $110,400 primarily due to the tripling of the AC unit cost. I have requested Mr. Rulien to reschedule this project tentatively for the May 23 bid letting.

Victor D. Wolfe
Location Engineer

JDM:jp
Attach
cc: E.S. Hunter
L.W. Rulien
Carl Williams

8017 8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Bend, Oregon, 97701

DATE January ~~9~~ 11, 1974

TO E. S. Hunter
Assistant Highway Engineer

FROM Robert C. Pool
Acting Regional Engineer

SUBJECT Bikeway, City of Prineville

Attached is correspondence from the City of Prineville and District Engineer R. L. Lammert which concerns the Ochoco Creek Bikeway in Prineville.

This project was cancelled in your letter of December 10, 1973. Pursuant to our Agreement with the City of Prineville, they expended considerable funds in procuring right of way for the bike path. They are understandably disappointed because of our decision to cancel the project. The Ochoco Creek Bike Path is the focal point of the parks development in the City of Prineville and is very high on the priority list for bikeway funds in Region IV.

It would appear that as a result of the signed Agreement and numerous personal contacts made with the City on this project, that we are morally obligated to proceed with the project when funds become available. Will you please reconsider the scheduling of this project.

RCP:pw

Enc.
cc: R. H. Clark
R. L. Lammert

1-11-74
original to Pool

RECEIVED
JAN 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-11-74
Bob Pool
The project can proceed if ready. It was cancelled because info I received indicated the city was no longer interested. If they are ~~still~~ lets proceed chop chop. ESH
cc Wolfe.

8017

FORM 2-20

8

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

DE | ADE | ADE | DOD | DOE

JAN 9 1974

DATE January 7, 1974

TO R. C. Pool
Regional Maintenance Engineer

FROM R. L. Lammert
R. L. Lammert
District 10 Engineer

SUBJECT Bikeway, City of Prineville

Herewith correspondence from Prineville Parks and Recreation Director expressing their displeasure with the re-evaluation of the Ochoco Creek Bikepath. This office can understand their displeasure, as the City is very desirous of having this path.

As stated in the letter, this bikepath will be a catalyst for future parkway development. It will leave a very negative attitude towards the Highway Division if the bikepath is not constructed. This office recommends the reconsideration of the project, as it is one of real value.

RLL:jg

CITY OF PRINEVILLE
400 EAST THIRD STREET
PRINEVILLE, OREGON 97754

December 31, 1973

Mr. R. L. Lammert
District Engineer
Oregon State Highway
P. O. Box 1249
Bend, Oregon 97701

Dear Mr. Lammert:

Received your letter of December 19 advising the City of Prineville that due to a re-evaluation the Ochoco Bikeway will no longer be eligible for consideration of survey or construction.

We are very displeased with this news.

The right-of-way problems have been resolved by moving the path to the south side of West Sixth Street. In the course of getting the right-of-ways the City has spent $26,500.00 for the purchase of land. We are now in the process of settling other purchases which will add about $5,000.00 more to the above total. We are committed to other expence once the path is completed, both in money and work in constructing fences.

This bicycle/pedestrian path has caused the City to take a closer look at Ochoco Creek and the undeveloped lands on the banks. The Comprehensive Plan, recently adopted, recommends, "Develop a lineal park extending along Ochoco Creek from the west to the east City limits of Prineville that will effectively link Harwood Park, Kilowatt Field, Stryker Field and Ochoco Creek Park along a preserved creek waterway."

The bicycle path will be the catalyst for the eventual completion of the above Park Plan. This will be the major continuing park project over the next three or four years.

This path will be the bicycle artery and in the future other paths will go north and south to residental areas. The planning commission required a new subdivider to provide space for a north-south route through a new subdivision plat and this will eventually connect with the park path.

The parks department in cooperation with the Jaycees are planning a tree planting project to run over the next two or three years. This idea will be to plant trees along the path and the creek all the way through town. Along the same line, in one area we are thinking of making an evergreen garden beside the path.

Along the creek there are some small areas of level ground where the only access will be the path. Here we plan on making small picnic areas with one or two tables each, for riders or walkers. This two mile path and lineal park is 90% in the residentail zone of the City.

So you see we have plans for more than just a bicycly/pedestrian path. The path has become the focal point for some badly needed planning. After the path is completed and these other ideas carried out it would result in a green belt through town, with a pathway.

The City of Prineville wants this bikepath completed. The project is near completion and it is feared it would be lost forever if it is now dropped.

We would appreciate the scheduling of letting the bids so the work can be done this spring.

Very truly yours,

Hugh Dragich

Hugh Dragich, Director
Parks and Recreation

8667

9/

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

June 29, 1973

cc's sent July 2, 1973
~~E. S. Hunter~~
L. H. Young
W. J. Hart (2)
W. H. Tebeau
C. G. Swenson
F. E. Terpin (2)
C. O. Fredrickson (2)
J. F. Putnam (2)

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Game Commission has completed its review of preliminary plans for Rickreall-Monmouth Highway and Ochoco Creek (Prineville) bikeways. We anticipate no adverse impacts to fish and wildlife resources from these projects providing fish passage is not impeded and appropriate measures are taken to minimize turbidities resulting from construction activities.

If we may be of further assistance, please call us.

Sincerely,

Rollie F. Rousseau

Rollie F. Rousseau
Assistant Chief
Environmental Management Section

RECEIVED
JUL 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 2 - 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Other

8017

Crook Co.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 13, 1973

SUBJECT: Ochoco Bikeway
City of Prineville
Crook County

To:

MEMO TO FILES

The proposed bikeway will parallel Ochoco Creek through the City of Prineville and will have its origin and terminus on State Highway 26. Five crossings of the creek are planned with four at existing city street bridges and one 300 feet downstream from Main Street with a new structure utilizing a railroad flat car for the main span.

Hydrology

Ochoco Creek has a drainage area of 352 square miles to Prineville with approximately 300 square miles located upstream from Ochoco Reservoir. Of the 52 square miles downstream from the reservoir, 22 square miles of drainage from Juniper Creek has recently been diverted into the Crooked River southwesterly from Prineville.

The highwater of May 1956 was the largest flood recorded and had a peak discharge of 2,500 cfs below Ochoco Reservoir. The next highest peak was only 945 cfs recorded in 1946. Ochoco Reservoir was designed primarily for irrigation water impoundment but because of the storage area available it does provide some measure of flood control during the winter months. Normal operation of the reservoir dictates that an adequate water supply for irrigation be impounded prior to May 1. Floods occurring after the reservoir is full cannot be controlled and the floods are passed through the reservoir causing downstream flooding.

In 1967, the State Water Resources Board published a study report for Ochoco Creek in which they delineated on an aerial mosaic the floodplain area for a peak flow of 2,500 cfs (maximum of record). A copy of that map showing the location of the proposed bikeway is attached.

Existing Bridges

In their investigation, the State Water Resources Board established a flood profile for the selected peak of 2,500 cfs. The profile indicates that each bridge through town creates at least one foot of backwater with the Highway 42 bridge at the terminus of the bikeway causing about two feet. This structure, although it has 37 feet of horizontal clearance, is severely restricted in its vertical clearance because of the arch type construction.

An elevation view of this bridge is shown on an attached drawing.

Recommendations

Horizontal clearance for the proposed bridge will be limited to the length of the railroad flat car used in its construction (approximately 42 feet). The proposed grade line is set at the estimated highwater elevation of 2859º feet for the May 1956 flood thus restricting vertical clearance. It is recommended that the grade line at the new bridge be raised such that the bottom of the railroad car is at or above elevation 2859º feet. It is further suggested that vertical abutments be used to reduce encroachment on the channel. Both of these recommendations will help to minimize any backwater.

Between Deer Street and Main Street it is suggested that the grade line be lowered to better conform with the natural ground. This will allow flood waters to utilize the storage area upstream from Deer Street and will provide better drainage out of that area during the receding stages of a flood.

1 ✓
2 T

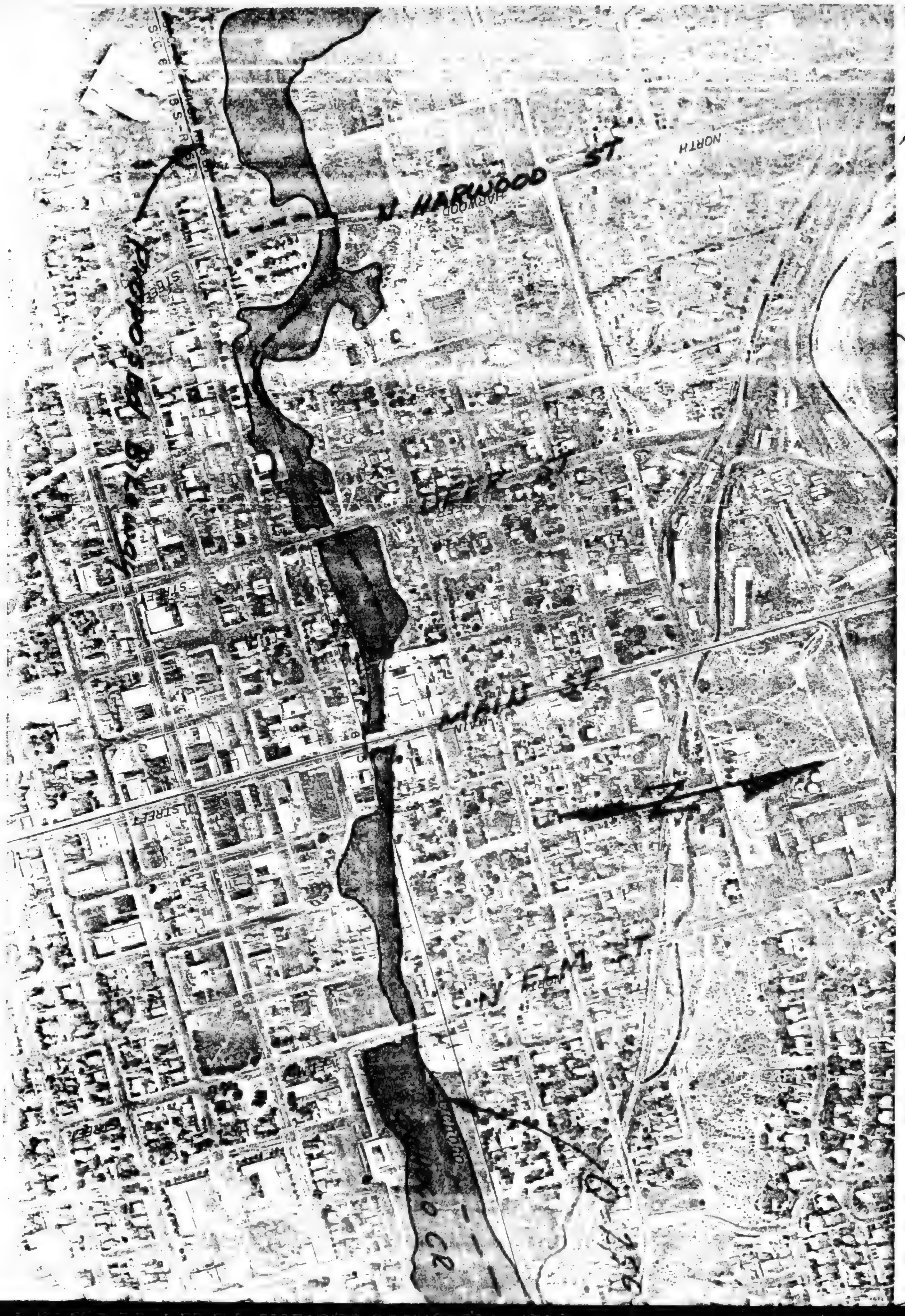
Richard L. Lenz
Hydraulic Engineer

By

Stephen H. Macnab
Hydrologic Engineer

REFERRED TO
___Cole___ ___Reed___
X Eriksen F.E. ___Sample___
___Hager___ ___Watson___
Return ☐ Forward ☐
Discuss ☐ File ☒
BY FINAL DESIGN ENGINEER

SHM:jp
Attach
cc: V.D. Wolfe
J.H. Versteeg ✓
W.J. Hart
J.F. Putnam


N. HARWOOD ST
HARWOOD
NORTH
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Proposed By-Pass
MAIN ST
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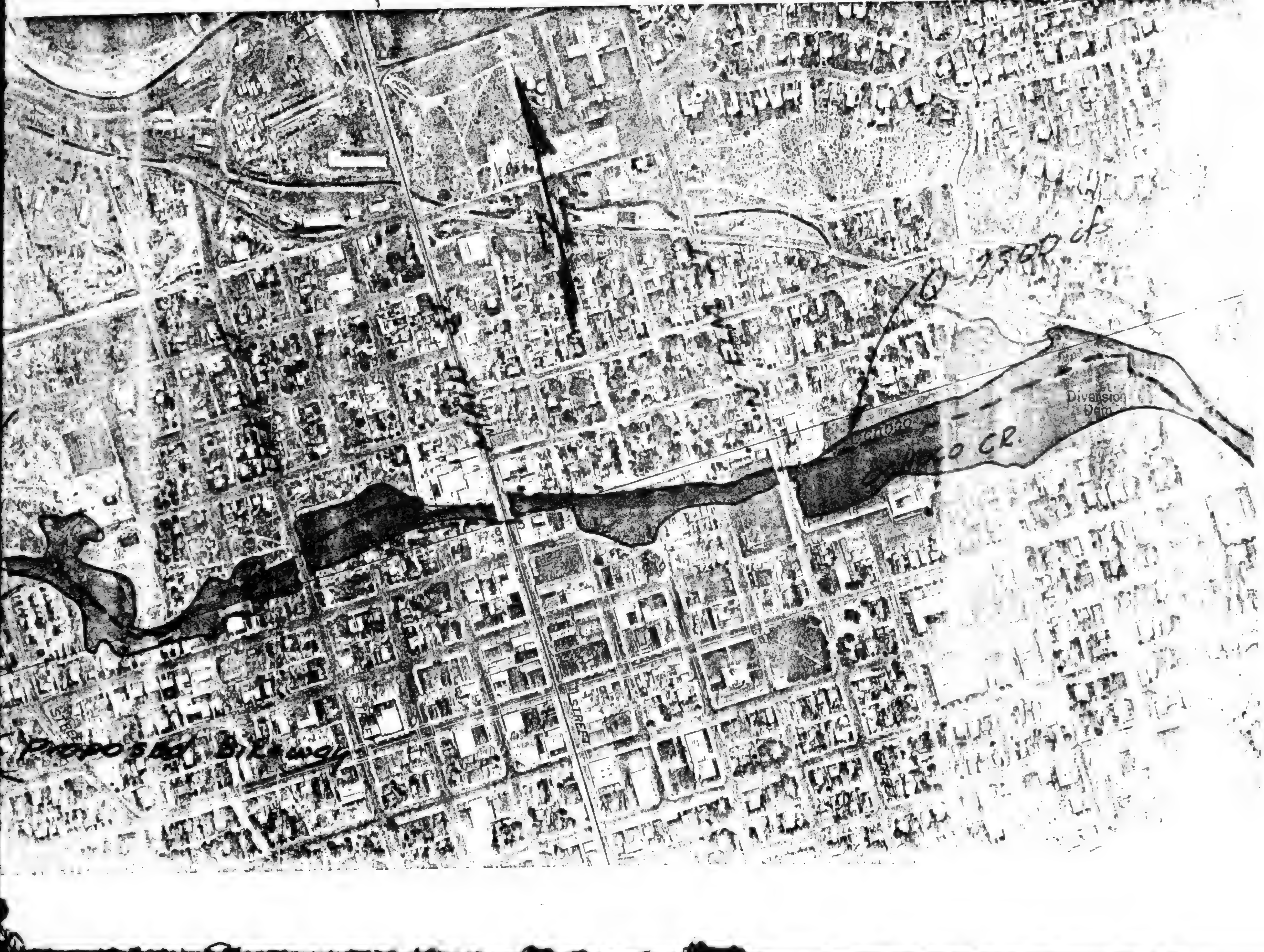
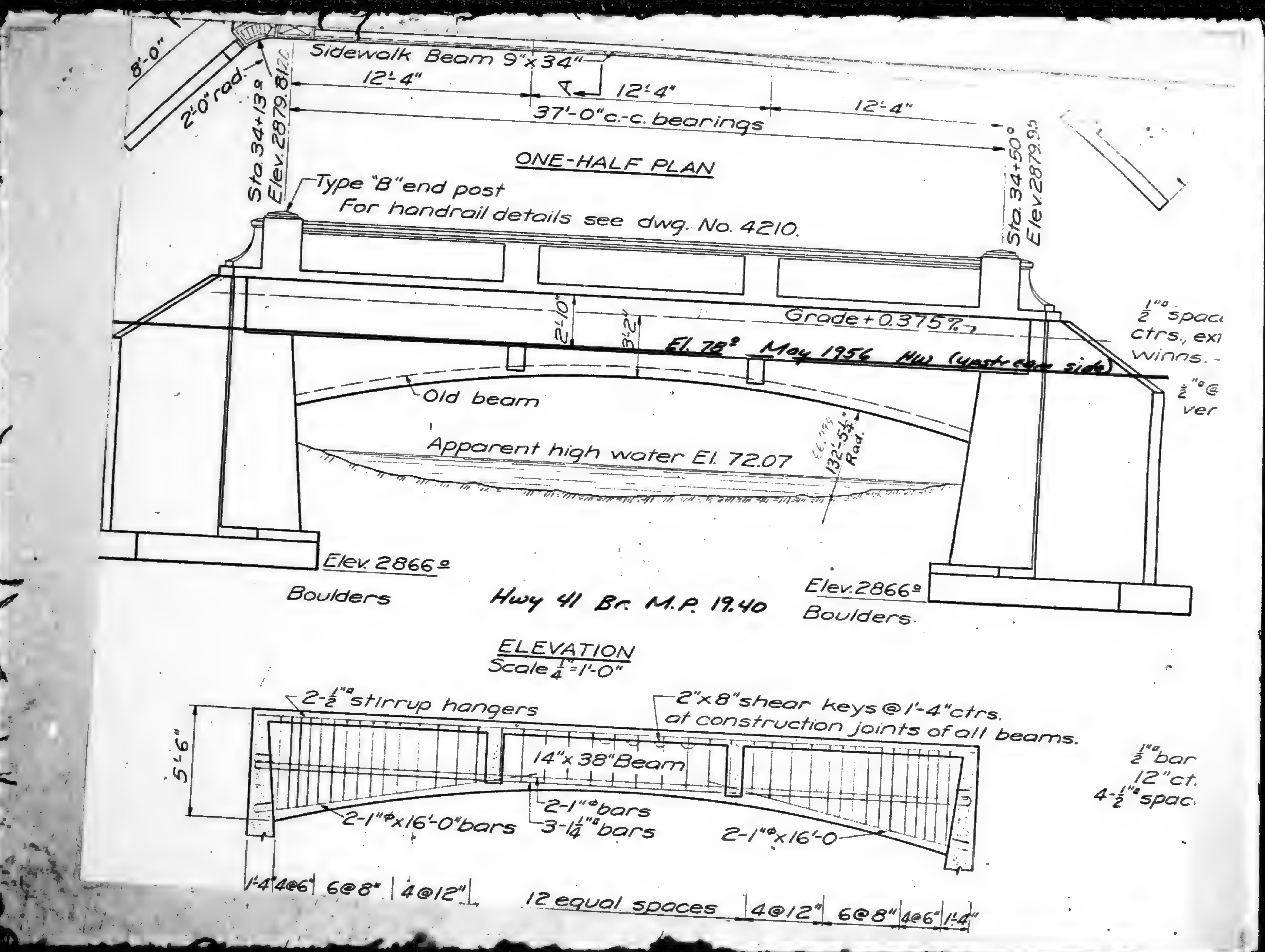

Q 2500 cfs
MAIN ST
ELM ST
Diversion Dam
CR
STREET
Proposed Bikeway


8'-0"
2'-0" rad.
Sidewalk Beam 9"x34"
12'-4"
12'-4"
12'-4"
37'-0" c.-c. bearings
Sta. 34+13⁰
Elev. 2879.8120
ONE-HALF PLAN
Type "B" end post
For handrail details see dwg. No. 4210.
Sta. 34+50⁰
Elev. 2879.95
2'-10"
3'-2"
Grade + 0.375%
El. 78⁰ May 1956 HW (upstream side)
Old beam
Apparent high water El. 72.07
66.294
132'-5¼"
Rad.
½"⌀ spac
ctrs., ex
winns. -
½"⌀ @
ver
Elev. 2866⁰
Boulders
Hwy 41 Br. M.P. 19.40
Elev. 2866⁰
Boulders.
ELEVATION
Scale ¼"=1'-0"
2-½"⌀ stirrup hangers
2"x8" shear keys @ 1'-4" ctrs.
at construction joints of all beams.
5'-6"
14"x38" Beam
2-1"⌀ bars
3-1¼"⌀ bars
2-1"⌀x16'-0" bars
2-1"⌀x16'-0
½"⌀ bar
12" ct.
4-½"⌀ spac.
1'-4"
4@6"
6@8"
4@12"
12 equal spaces
4@12"
6@8"
4@6"
1'-4"

8017

8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 8, 1973

TO MEMORANDUM TO THE FILE

Fred Eriksen

FROM Fred Eriksen, Design Team Supervisor

SUBJECT Ochoco Creek (Prineville) Bikeway Section
Crook County

NOTED
E. S. HUNTER

The plans for the bikeway were reviewed yesterday morning with V. D. Wolfe, J. F. Putnam and H. J. Versteeg. The following plan revisions or additions were determined.

1. The road from Station 0+60 to 12+90 is not a city street but is an alley and the region will determine where the bikeway can be located in this area.
2. The angles shown on the plans will be replaced with 15 foot radius where practicable.
3. Approximately at Station 45 the bikeway will cross the street at right angles.
4. An estimated cost for State force work to provide bikeway signs and crosswalk striping is to be prepared by the Road Design Section and included in the project.
5. Some culverts will be added and the location and size will be determined by the Region.
6. Soil sterilant was requested for the bikeway subgrade and will be added. This item is included in all bikeways because of the thin surfacing design.

FE:jh
cc: E. S. Hunter
V. D. Wolfe
J. F. Putnam

RECEIVED
JUN 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#8017

Crook Co.

Salem, Oregon

June 4, 1973

V. D. Wolfe, Location Engineer

JHV

J. H. Versteeg, Road Design Engineer

Ochoco Creek (Primeville) Bikeway

RECEIVED
JUN 4 1973
ROAD DESIGN SECTION

Versteeg
A. Olson I
Terpin 1
Scott
Swenson
R. Olson
Trout 4

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

Submitted is one set of drawings of the proposed bicycle pathway with several notes by E. S. Hunter questioning the adequacy of the design. There is not enough field data in this office to determine what the proper treatment should be. I do not believe we should go to expensive surveys to obtain the information from the field either.

I would appreciate it if you could discuss these problem areas with Mr. Putnam this week during his visit to Salem. He may have some suggestions on how to handle these problem areas of design and similar future problems.

JHV:jh
cc: Fred Eriksen

8017

9

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1973

To:

MEMO TO FILES

SUBJECT: Ochoco Creek Bikeway
City of Prineville
Crook County

Mr. Versteeg will go ahead with plan and profile type construction plans for subject bikeway. Mr. Swenson will advertise for two weeks prior to the June 21 bid letting and will need the final plans by May 28. Mr. Versteeg agreed to the Monday date for the plans.

Discussed with Jim Putnam the right of way areas that have NOT been obtained by the City. He suggested these be designated "no work areas" until the City can complete right of way negotiations. Mr. Putnam advised me that he would get a letter from the City stating they would actively pursue acquisition of the right of way. He has contacted the City and they are agreeable.

Advised Mr. Versteeg of the current status of the project. He will proceed with final plans but they will not be released until the letter from the City of Prineville is received and approval granted.

JDMcClure
James D. McClure
Bicycle Route Engineer

NOTED
E. S. HUNTER

JDM:jp
cc: E.S. Hunter
J.H. Versteeg
J.F. Putnam

McClure
Wolfe
June 28 letting
Review curvature
& bridge [illegible]
ESH

RECEIVED
MAY 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 6, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Project Finance Approval
Ochoco Creek (Prineville) Bikeway
Ochoco Highway, Crook County

An agreement is being prepared in preparation for the construction of a bikeway requested by the City of Prineville. The City has tentatively commited furnishing the required right-of-way and maintenance for the bikeway. The facility will parallel Ochoco Creek 1.89 miles and provide a path between a grade school and high school. The estimated cost for construction of this proposal is $55,000.

I recommend this bikeway and request your authorization to obligate for construction from our current State Construction Program. This project is scheduled for June and every effort is being made to complete final plans toward this letting.

This matter will be on the agenda for your consideration at the April 17 meeting.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
H. S. Coulter
L. H. Young
V. E. Skoog
V. D. Wolfe
J. D. McClure
J. F. Putnam
H. S. Cox
Ben Gifford
Gary Sund

BLG:dgk dpy

8017

8

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March ~~13~~, 1973
27,

To: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Bike Route
City of Prineville

The City of Prineville has proposed a bicycle/pedestrian lane, connecting our widened shoulder area, for bicycle users in the vicinity of Ochoco School following along Ochoco Creek to Crook County High School.

The City owns most of the right of way that would be necessary for this facility. The Region indicates that this is probably one of the best locations for a bike path within this district. I have reviewed it and concur.

I have instructed that a survey be undertaken immediately so that the project can go to construction this summer. The City has indicated it will acquire any additional rights of way at its expense and will maintain the facility.

R. L. Lammert, District Engineer, estimates the cost of the mile-long path at $21,000. I am certain his estimate is too conservative but feel that the project is well justified. It obviously, as shown on the map, will replace any necessary bicycle path along the Ochoco Highway through this portion of the city. This memo is just to keep you advised of this particular new project.

4/16 Field is looking at terminus. Jon.

REFERRED TO McClure BY Location Engineer

Victor D. Wolfe

Victor D. Wolfe
Location Engineer

3-27-73

Vic
Good project. Be sure we build it long enough
ESH
cc: Putnam

Attachments

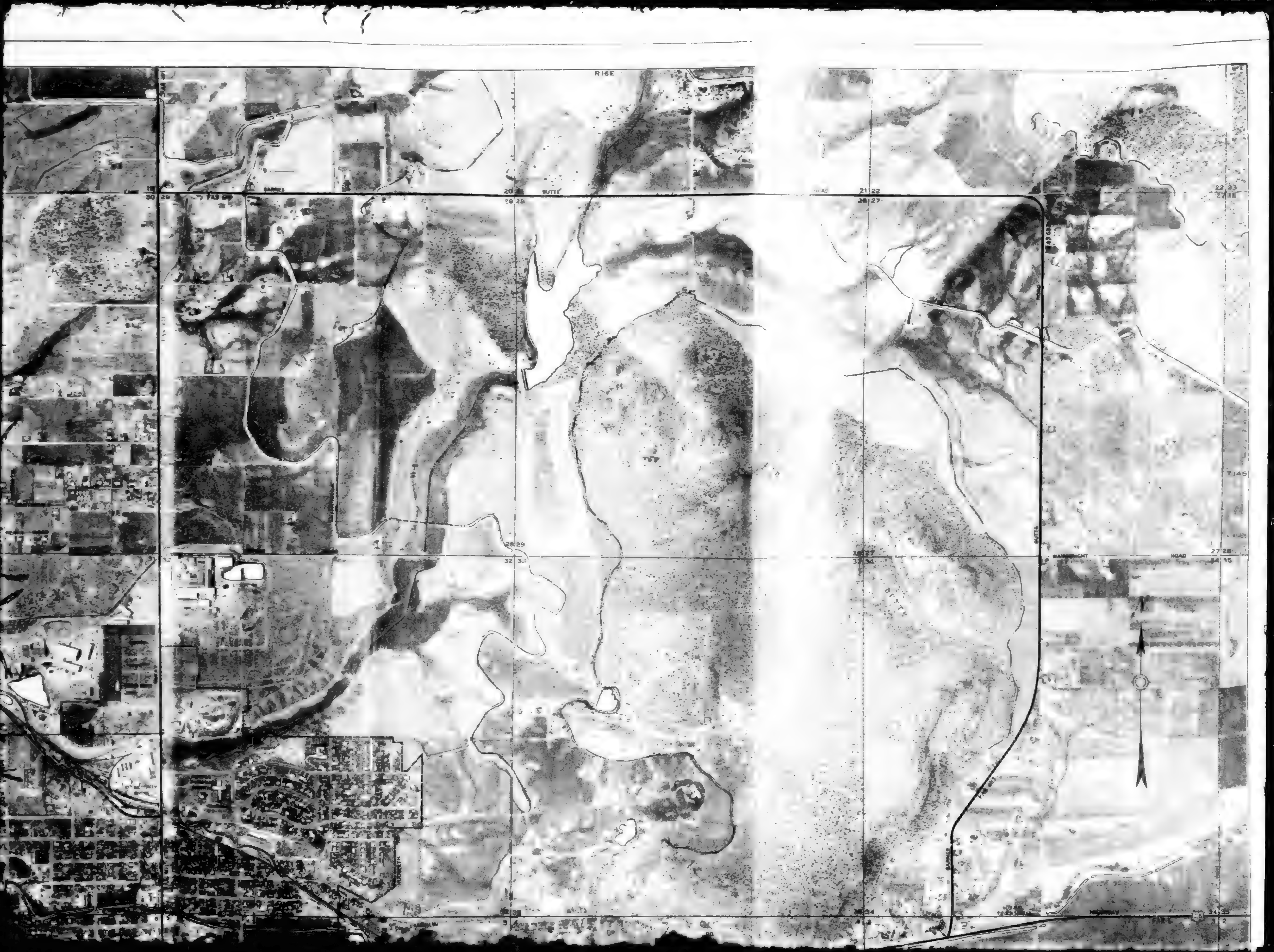
VDW:mc

cc J. F. Putnam

RECEIVED
MAR 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

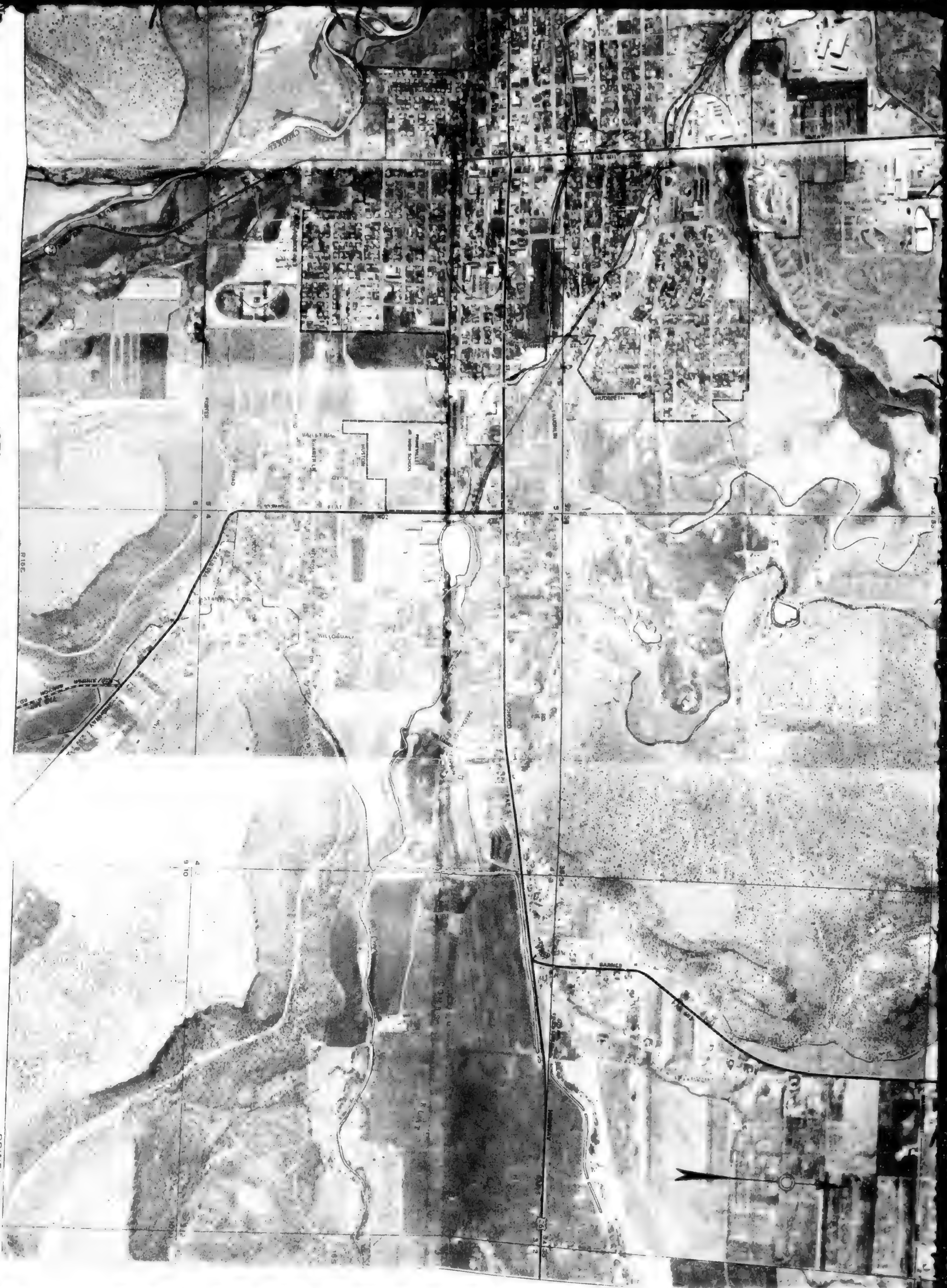
SP*52475-734

HACKAMORE LN
REATA ROAD
CONCHO LN
TERRACE
LN
JUNIPER ST
HUDSPETH
LANE
ROAD
BARNES
FAS 609
Distribution
25 30
24 19
30 29


R16E
T14S
BARNES
BUTTE
ROAD
WAINWRIGHT
ROAD
HIGHWAY
FAS 683

1971

PRINEVILLE


CROOKED
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PRINEVILLE HIGH SCHOOL
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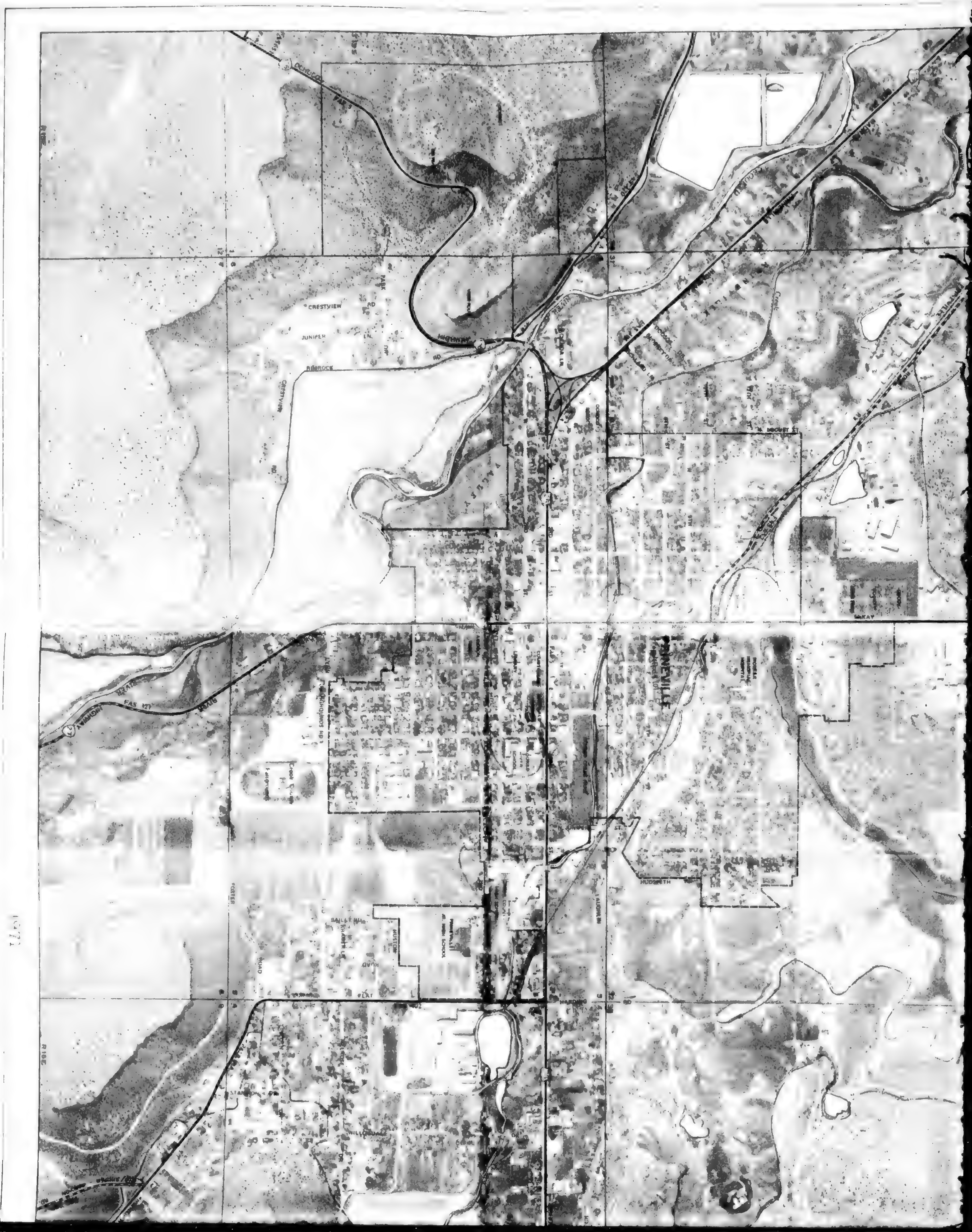
WILLOWDALE
BARNES


CRESTVIEW
RD
JUNIPER
RIMROCK
CRESTVIEW
RD
HIGHWAY
PARK
PRINEVILLE
HARDING
RD
HUDSPETH
FOSTER
ROAD
JR. HIGH SCHOOL
FAS 127
R16E

8018 Lausmann-Wygant State Pk. 1974
on Col. Riv. Hwy. approx. 4
mi. w of Hood River.

8018

October 22, 1974

United States Fidelity &
Guaranty Co.
Portland Office
520 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

On October 11, 1974, we wrote to you concerning release of final payment on Contract No. 8018 awarded to T. C. Daeuble, Jr. for work in Lausmann-Wygant State Park Section of the Columbia River Highway in Hood River County.

Final payment on this contract is $580.69 and the total contract amount is $7,821.11. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: T. C. Daeuble, Jr.
147 S. Canyon Dr.
Redmond, OR 97756

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8018

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lausmann-Wygant State Park

HIGHWAY:

WEEK ENDING: September 28, 1974

SECTION PREFIX: 14-3319

COUNTY: Hood River

NAME OF JOB: Lausmann-Waygant State Park

KIND OF WORK: Grading Footpath

CONTRACTOR: T.C. Daeuble Jr.

CONTRACT NUMBER: 8018

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 18, 1974

DATE WORK STARTED: June 24, 1974

ESTIMATED COMPLETION DATE: September 17, 1974

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: October 31, 1974

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION: $ 8,955.17

EXCLUSIVE OF ENGINEERING: $ 8,173.06

ENGINEERING AUTHORIZATION: $ 782.11

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 7,821.11

ENGINEERING COST TO DATE: $ 794.25

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.5%

PERCENT OF AUTHORIZATION: 102 %

DATE PROJECT WAS COMPLETED: September 18, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100				Log Bridge 100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Lump sum				
TOTAL QUANTITIES CORRECTED TO DATE	" "				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
SEP 30 1974
CONSTRUCTION SECTION
Scofield 5
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate was submitted to Region office 9/26/74.
No further weekly reports will be submitted.

SIGNED ____________ LOCATION Troutdale

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8018 6-15-74 OK

NOTIFICATION OF GRANT-IN-AID ACTION

Do Not Use This Space

1. STATE APPLICATION IDENTIFIER
7405 2 570

2. *(Reserved for use by State central information reception agency)*

3. GRANTOR: a. Federal agency
Department of the Interior

b. Organizational unit
Bureau of Outdoor Recreation

c. Administering office—(1) Name
Northwest Region

(2) Address—Street or P.O. Box	City	State	Zip Code
1000 Second Avenue	Seattle	Washington	98104

4. FEDERAL AGENCY GRANT IDENTIFIER: a. Code
41-00610

b. Title
Lausman - Wygant Footpath

c. Purpose
To construct one mile of foot trail on state-owned park land near Hood River, Oregon.

5. GRANTEE: a. Name
Oregon State Highway Division

b. Address—Street or P.O. Box	City	State	Zip Code
State Highway Building	Salem	Oregon	97310

6. GRANTEE TYPE *(Check only the single most applicable box)*

a. State	b. Inter-state	c. County	d. City	e. School district	f. Special unit	g. Community action	h. Sponsored organization	i. Other
☒	☐	☐	☐	☐	☐	☐	☐	☐

7. APPLICATION RECEIPT DATE			8. ACTION DATE			9. EFFECTIVE STARTING DATE			10. ENDING DATE		
Year	Month	Day	Year	Month	Day	Year	Month	Day	Year	Month	Day
74	06	03	74	06	10	74	06	10	76	12	31

11. TYPE OF ACTION *(Check as many boxes as apply to this action)*

a. New grant	b. Continuation grant	c. Supplemental grant *(identify agency in item 16)*	d. Change in existing grant (1) Increase in duration	(2) Decrease in duration	(3) Cancellation	(4) Increase($)	(5) Decrease($)
☒	☐	☐	☐	☐	☐	☐	☐

12. AMOUNT OF CONTRIBUTION

a. Federal—(1) basic	(2) Supplemental	b. State	c. Local	d. Other
$ 6,800	$	$ 6,800	$	$

13. CATALOG OF FEDERAL DOMESTIC ASSISTANCE PROGRAM *(if none, clarify in item 16)*
a. Program Number
15.400
b. Supplemental Program Number

14. AUTHORIZATION

a. Federal Budget Accounts	10-16-5005-0-2-405		
b. Public Laws	PL Title Sec. P.L. 88-578, Sec. 5	PL Title Sec.	PL Title Sec.
c. U.S. Code	16 USC 460l - 4		

RECEIVED 1974 STATE PARKS RECREATION SECTION

15. FACILITY LOCATION: *(For facility grant actions only)*
a. City Off Interstate Hwy. 80N, 4 miles west of Hood River
b. County Hood River

16. REMARKS

State Liaison Officer:
Mr. David G. Talbot
State Parks Superintendent
300 State Highway Building
Salem, Oregon 97310

State Liaison Officer
is local contact

SF-240 prepared by:
Glenn D. Baker
206/442-4720

STANDARD FORM 240
June 1970 Bureau of the
Budget Circular A-98
240-101

Exhibit A

UNITED STATES DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation
Land and Water Conservation Fund Project Agreement

State Oregon (Hood River County)	Project Number 41-00610 (O.P. 811)

Project Title Lausmann - Wygant Footpath

Project Period Date of Approval to 12-31-76

Project Scope (Description of Project)

Construct about one mile of foot trail from near Mitchell Point to connect with the existing trail on Perham Creek.

41-027-0000
OR-Hood River-N/A

Project Stage Covered by this Agreement

Not Applicable

Project Cost

Total Cost	$ 13,600
Fund Support	50 %
Fund Amount	$ 6,800
Cost of this Stage	$ 13,600
Assistance this Stage	$ 6,800

The following attachments are hereby incorporated into this agreement:

1. General Provisions (December 1965)
2. Project Proposal
3. __________
4. __________

BOR 8-92
(Rev. April 1974)

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, procedures, project proposals, maps, and assurances attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to tender to the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: **That this agreement is in accord with the approved project proposal which is hereby incorporated by reference.**

This agreement is not subject to the provisions of Section B.2(d) of the attached General Provisions, dated December, 1965.

The properties involved in this project were purchased as follows: Seneca Fouts Park, January 14, 1961; Vinzenz Lausmann Park, August 14, 1961, and Wygant Park, January 13, 1933. There have been no additions to any of these three parks since 1969.

Reference to $10,000 in B.2 (a), (b), and (c) of the General Provisions is changed to $2,500.

In witness whereof, the parties hereto have executed this agreement as of the date entered below.

THE UNITED STATES OF AMERICA

By E E Allen
(Signature)

asst Reg Dir
(Title)

Bureau of Outdoor Recreation
United States Department of
the Interior

Date 6/10/74

STATE

Oregon
(State)

By Walter J McCallum
(Signature)

Walter J. McCallum
(Name)

State Recreation Director
(Title)

8018

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE June 3, 1974

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

NOTED
E. S. HUNTER

FROM Specifications Unit

SUBJECT Footpaths and Bicycle Trails for
Lausmann-Wygant State Park
Hood River County

The following items are chargeable to footpaths and bicycle trails on the above-named project:

NO.	ITEM	UNIT	QUANTITY	PRICE	AMOUNT
1	Footpath	All	All	Lump Sum	6,654.11
2	Log Foot Bridge	All	All	Lump Sum	1,167.00
			TOTAL		7,821.11

Width: Variable Length 1 mile

Total of all contract items $ 7,821.11

100 % of contract in footpaths and bicycle trails.

cc: E. S. Hunter
J. H. Versteeg
L. W. Rulien
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

RECEIVED
JUN 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8118.

8

May 22, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
May 23 Bid Letting

Bids will be taken May 23 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 366, is shown:

1. Molalla River (Wrights) Bridge
Cascade Highway, Clackamas County
Grade, Pave and Structure Project

An 8-foot bicycle/pedestrian facility will be provided.

2. Mill Street-Walnut Street (Eugene)
Pacific Highway West, Lane County
Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Silver Creek (Silverton) Bridge
FAS 147 and West Main Street, Marion County
Grade, Pave and Structure Project

Five-foot walks on each side will be incorporated on a replacement basis of the existing facilities.

4. Oak Knoll Bikeway Overcrossing
Willamina-Salem Highway, Polk County
Grade, Pave and Structure Project

A separated bicycle/pedestrian facility will be provided along the length of the project.

5. Ochoco Creek (Prineville) Bikeway
City Park, Crook County
Grade, Pave and Structure Project

A separated bicycle/pedestrian facility will be provided along the length of the project.

6. Lausmann and Wygant State Parks
Hood River County
Grading Footpath Project

A pedestrian facility will be provided within the State Parks.

7. Railroad Avenue at Harmony Road (Milwaukie)
County Road 96, Clackamas County
Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

These projects will be on the agenda for your consideration at the May 29 meeting and your approval is requested.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Rulien
Gary Sund
R. E. Whipps

WHW:jp cm

8018

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 10, 1974

TO
Executive Department
Federal Aid Coordination Unit

Mid-Columbia Economic Development
District
Wasco County Courthouse
The Dalles, OR 97058

FROM
L. W. Rulien
Project Management Engineer

SUBJECT
Notice of Intent for BOR Funds
State Admin. Dist. No. 9
Lausmann Footpath
Near Hood River
Hood River County

NOTED
E. S. HUNTER

In accordance with the requirements of Circular No. A-95 of the Bureau of the Budget of the U.S. Government, attached are Notices of Intent for the subject project for your review and comment.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal-aid funds on this project to be June 15, 1974. If additional information is desired, please contact Mr. Walter J. McCallum, phone 378-6596.

Attachments

BLG:pr

cc: ✓E. S. Hunter
D. G. Talbot
W. J. McCallum
J. H. Versteeg
R. E. Royer
J. B. Boyd
H. S. Cox
Gary Potter
B. L. Gifford
R. N. Chase
R. S. Hawkins
Carl M. Williams

RECEIVED
MAY 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 12] **APPLICANT** [45: Oregon State Highway Division — 46] **DIVISION**: Parks & Recreation [79

03 12] **APPLICANT ADDRESS** STREET [45: State Highway Building — 46] **CITY**: Salem [60 — 76] **ZIP**: 97310 [80

04 12] **CONTACT PERSON** [45: Walter J. McCallum — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6596

01 12] **PROJECT TITLE**: Lausmann Footpath OP 811 District 9 [79

11 12] **PROJECT LOCATION** CITY [45: near Hood River — 46] **PROJECT LOCATION** COUNTY: Hood River [71

05 12] **SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)** [71

06 12] Construct about one mile of footpath, including a log footbridge in an [71

07 12] existing State park about 4 miles west of Hood River. The path runs [71

08 12] westerly from the Mitchell Point roadside rest area. [71

09 12] This is a State Park project. [71

10 12]

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
6,800	--	6,800	--	--	13,600

13 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45: -- — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)**: -- [79

14 12] **FEDERAL PROGRAM TITLE**: Land & Water Conservation Fund [71

15 12] **FEDERAL AGENCY NAME** [45: Department of the Interior — 46] **FEDERAL SUB-AGENCY NAME**

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE: Yes ☒ 29 No ☐ 30 — REGIONAL: Yes ☐ 31 No ☒ 32 — LOCAL: Yes ☐ 33 No ☒ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95: Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT: Yes ☒ 37 No ☐ 38

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: June — 43] DAY [44: 15 — 45] YEAR: 1974

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02	12] APPLICANT [45 Oregon State Highway Division	46] DIVISION [79 Parks & Recreation
03	12] APPLICANT ADDRESS STREET [45 State Highway Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 Walter J. McCallum	46] AREA CODE [48 503 49] PHONE [55 378 56] EXTENSION [59 6596
01	12] PROJECT TITLE [71 Lausmann Footpath OP 811 District 9	
11	12] PROJECT LOCATION CITY [45 near Hood River	46] PROJECT LOCATION COUNTY [79 Hood River

05 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71

06 12] Construct about one mile of footpath, including a log footbridge in an [71

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08 12] westerly from the Mitchell Point roadside rest area. [71

09 12] This is a State Park project. [71

10 12] [71

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
6,800	--	6,800	--	--	13,600

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 --	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79 --
14	12] FEDERAL PROGRAM TITLE [71 Land & Water Conservation Fund	
15	12] FEDERAL AGENCY NAME [45 Department of the Interior	46] FEDERAL SUB-AGENCY NAME [79

17

(A) TYPE OF APPLICANT: (Check (×) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?						(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
STATE		REGIONAL		LOCAL							
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
☒ 29	☐ 30	☐ 31	☒ 32	☐ 33	☒ 34	☒ 35	☐ 36	☒ 37	☐ 38	☐ 39	☒ 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 June	43] DAY [44 15	45] YEAR [46 1974

ADDITIONAL INFORMATION — ALL APPLICANTS

FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 15-400

II HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☒ Yes ☐ Date:

HAS FUNDING AGENCY BEEN NOTIFIED? No ☒ Yes ☐ Date:

IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY State Parks Branch, Highway Division

LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) SCORP

V. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN None

(a) Federal Congressional District(s) Number(s) 2
(b) State Representative District(s) Number(s) 56
(c) State Senatorial District(s) Number(s) 28

STATE AGENCIES ONLY

(a) IS PROGRAM BUDGETED ☒ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$ 6,800 Highway Division (Parks)	$

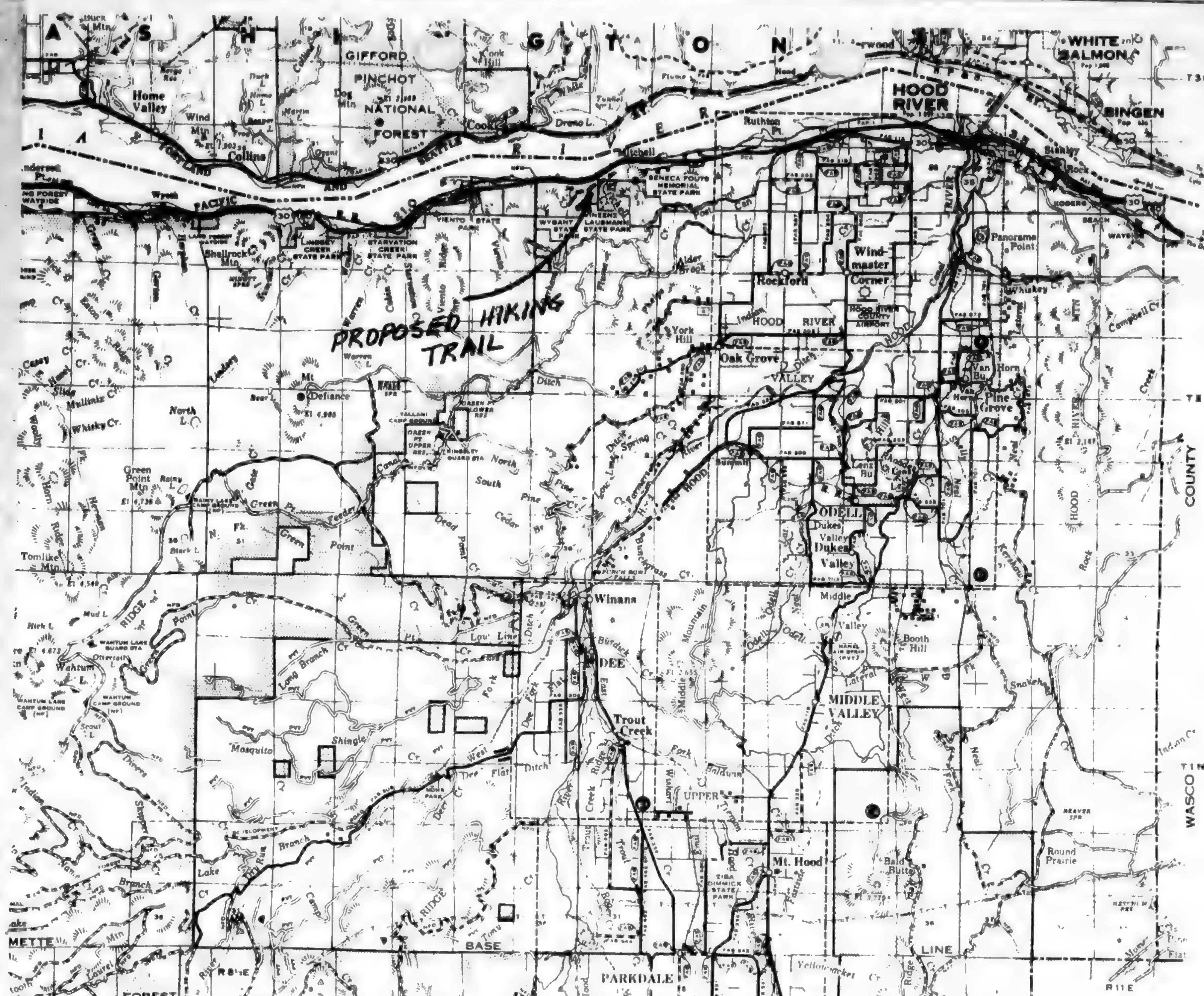
(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	% 50	$ 6,800	% 50	$ 6,800	% 100	$ 13,600
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐

REMARKS


WASHINGTON
GIFFORD PINCHOT NATIONAL FOREST
Home Valley
Wind Mtn
Collins
Cook
Dog Mtn
Drano L.
COLUMBIA RIVER
WHITE SALMON
HOOD RIVER
BINGEN
Mitchell
Ruthton
Bishop Rock
Shellrock Mtn
Lindsey Creek State Park
Starvation Creek State Park
Viento State Park
Wygant State Park
Seneca Fouts Memorial State Park
Vinzenz Lausmann State Park
Panorama Point
Rockford
Windmaster Corner
Hood River County Airport
Whiskey Cr
Campbell Cr
York Hill
Oak Grove
HOOD RIVER VALLEY
Van Horn
Pine Grove
Mt Defiance
North L.
Green Point Mtn
Rainy L.
Green Pt
Green Point
Dead Point Cr
South
North
Pine
Ceder
Tomlike Mtn
Mulkins Cr
Whisky Cr
Lenz
Odell
Dukes Valley
Winans
Dee
Middle Valley
Booth Hill
Neal
Wahtum L.
Long Branch Cr
Mosquito
Shingle
Trout Creek
Upper
Baldwin
Mt. Hood
Dimmick State Park
Bald Butte
Round Prairie
BASE LINE
FOREST
PARKDALE
HOOD RIVER
Yellowjacket Cr
Long Prairie
Lost Lake Butte
Butcher Knife Pk
Blue Ridge
Butts Mdw
Red Hill
Sentinel Peak
Cathedral Ridge
Stump
Vista
File Butte
Valley
Cat Cr.
Rimrock
Gibson Prairie
Shellrock Mtn
Mill Creek Buttes
MT. HOOD
Brooks Mdw
Cooks Mdw
Horkelia Mdw
Perry Pt
Bottle Prairie
Wyeast Basin
The Pinnacle
MT. HOOD
Eden Park
Cairn Basin
Elk Cove
Bald Mtn
WILD
Tamanawas Falls
Polallie
Sand
Sprague
Tilly Jane
Elliot Glacier
Langille Cr
Lolo Pass
CLACKAMAS
RESERVE
YOCUM RIDGE
HOOD COUNTY
WASCO COUNTY
T3N
T2N
T1N
T1S
T2S
R11E
PROPOSED HIKING TRAIL

8018

cc: ~~E. S. Hunter~~
L. W. Rulien
W. J. Hart
Robert E. Royer
C. G. Swenson
F. E. Terpin
D. G. Talbot
George Wills
Carl M. Williams (2)

cc's sent 5-2-74

STATE OF OREGON 1859

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

May 1, 1974

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Hal:

The Oregon Wildlife Commission staff has completed its review of Lausmann - Wygant State Parks, Hood River County preliminary plans circulated for comment. We would anticipate no serious fish or wildlife impacts from this project providing efforts are taken to incorporate soil erosion control techniques into the project.

If we can be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

JEL:lo
cc Fish Commission of Oregon
Al Lichens

RECEIVED
MAY 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY - [illegible] 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return to
Bring Up ____/____
Other

8020 Silver Creek (Silverton) Br. 1973
Sec., on FAS 147 in Silverton
(Grading,paving & structure)

9/21/73

C/A 4787 - 8/21/73

Silverton - SCA
Marion Co - FAS 147

OREGON STATE HIGHWAY DIVISION
FORM 81-734-1190

HIGHWAY DIVISION INVOICE

NO. 120006

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-28-76	CC 1572		524-1092-297

CODE: SILVERC
City of Silverton
City Hall
Silverton, OR 97381
ATTN: Mr. Douglas Robinson
City Manager

Contract 8020
BRS-40(5)

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Silver Creek (Silverton) Bridge, FAS 147 Covered by agreement dated 1-23-73 (8-16-73) and by SCA agreement dated 12-19-73			
cc: Mr. John Anderson Director of Public Works Courthouse Salem, OR 97301			
County's share of construction costs			80,125.09
Less advance deposit			52.900.00
Less Special City Allotment Fund			25,000.00
AMOUNT DUE STATE			$ 2,225.09
	JUL 29 1976		

RECEIVED
COUNTY & CITY SECTION
JUL 30 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67608-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Silverton
City Hall
Silverton, OR 97381

Attention of Mr. Douglas Robinson
City Manager

Request No. (assigned by staff engineer or head of section) cc 1572

Date June 29, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Silver Creek (Silverton) Bridge, FAS 147
Covered by SBR ~~FAS-C~~ agreement dated 1/23/73
and by SCA agreement dated 12/19/73

cc: Mr. John Anderson
Director of Public Works
Courthouse
Salem, OR 97301

Itemized Statement:

County's advance deposit $52,900.00

Quantity	Unit	Description	Unit Price	Amount
		County's share of construction costs	$80,125.09	
		Less advance deposit	52,900.00	
		Less Special City Allotment fund	25,000.00	
		Amount yet due State		$2,225.09

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 52,900

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 40,900.00

Give the number of the last previous request in connection with this same service. cc 1441

Credit distribution:
524-1092-297

Submitted by:
Harold Reynoldson
Harold Reynoldson, Rural Program Engr.

Approved:
Regional Engineer

Approved:
George N Hopkins
G. N. Hopkins
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 29, 1976

County Marion **Contract No.** 8020 **Date Completed** 12/19/74

FAS 147 **Section** Silver Creek (Silverton) Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
(structure- Special bridge replacement project) (grading- Small City Allotment project)		
Payment to Contractor	(Fed. Part)	$166,357.58
Engineering		24,854.52
Equal Opportunity		8.95
	Total	$191,221.05
Payment to Contractor	(Non Part)	$24,994.44
Signing and Striping		3,365.48
Engineering		3,948.97
Equal Opportunity		10.94
	Total	$32,319.83

Total cost of project	$223,540.88
Federal funds collected	143,415.79

County's share of construction cost per agreement are as follows:
$191,221.05 - $143,415.79 + $32,319.83 = $80,125.09

County's share of construction	$80,125.09
Less County's advance deposit	52,900.00
Less SCA funds	25,000.00
Amount yet due State	$ 2,225.09

Reference: Billing Form cc 1572

1-7-76

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[illegible] CREEK BRIDGE SECTION   CONT NO 8020 = FA PROJ NOS BPS 040005  45
                        524  1092    201 cont  00 P 1                                                  191,192 39
                        524  1092    206       00 N 1                                                       71 83
                        524  1092    206       00 N 9                                                       87 80
                        524  1092    276 Sign  01 P 1                                                      663 62
                        524  1092    276       01 N 1                                                    2,626 65
                        524  1092    276       02 P 1                                                       17 09
                        524  1092    276       03 P 1                                                        1 94CR
                        524  1092    296 Sign  00 N 9                                                  181,187 00CR
```

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TO DATE JOB COST SUMMARY                                                  DECEMBER 1975        PAGE  128

                                                                                 FISCAL             GRAND TOTAL
NAME OF JOB OR DEPARTMENT    PREFIX      FUNCTION   GP  CURRENT MONTH       YEAR TO DATE           TO DATE
                        524  1092    297       00 N 9                                                   40,909 00
                        524  1092    298       00 N 9                                                  140,287 00
                        524  1092    900       00 P 1                              6 35             1[illegible],789 99
                        524  1092    900       00 N 1                                                      145 77
                        524  1092    900       00 N 9                              7 75             15,[illegible]
                        524  1092    985       00 P 1                                                        3 96
                        524  1092    985       00 N 9                                                       10 94
                             TOT       P1                                          6 35            204,566 15
                             TOT       N1                                                            2,901 21
                             TOT       N9                                          7 75             15,992 7[illegible]
                        ** JOB TOTALS **                          **              14 10  **        223,452 68* **

[illegible] AREA [illegible] PROJECT  CONT NO 2174   FA PROJ NOS HHS 000001 100
                        526  1028    201       00 P 1     118,420 10          118,[illegible]         118,[illegible]
                        526  1028    204       00 N 1       2,401 78CR          2,401 78CR            2,401 78CR
                        526  1028    201       00 N 9       2,420 28
                        526  1028    296       00 N 9       7,830 69CR         56,305 98CR           56,603 29CR
                        526  1028    298       00 N 9       7,830 69           56,305 98             56,603 29
                        526  1028    900       00 P 1       2,090 65            6,16[illegible]       6,[illegible]74 02
                        526  1028    900       01 P 1       6,750 00            6,750 00              6,750 00
                        526  10[illegible]    950       00 P 1                  [illegible]          [illegible]
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4-22-75

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                                     524   1444     922     00
                                              ** JOB TOTALS **               **         61.36  **          61.36  **
147-SILVER CREEK BRIDGE              524   1450     905     00
                                     524   1450     906     00                           7.00           1,061.02
                                     524   1450     910     00                            .72           7,974.06
                                     524   1450     914     00                                             69.44
                                     524   1450     918     00                                            152.84
                                     524   1450     920     00                                             31.56
                                     524   1450     921     00                                             33.59
                                     524   1450     923     00                           5.10             874.51
                                     524   1450     926     00                         345.87             395.63
                                     524   1450     960     00                                            692.62
                                              ** JOB TOTALS **                                             18.06
                                                                             **        358.69  **      11,221.38  **
LE LUCKIAMUTE R(ELKINS)BR            527   1438     901     00
                                     527   1438     905     00                           1.92               1.92
                                     527   1438     906     00         60.80            61.16             116.84
                                     527   1438     914     00          6.48         7,734.96          11,281.75
                                     527   1438     918     00                          83.64              83.64
                                                                                                           95.29




TO DATE JOB COST SUMMARY
                                                                             MARCH 1975           PAGE  461

PTION OF JOB OR DEPARTMENT            PREFIX      FUNCTION   GR  CURRENT MONTH       FISCAL          GRAND TOTAL
                                     527   1438     920     00                     YEAR TO DATE        TO DATE
                                     527   1438     921     00          8.22            39.83              39.83
                                     527   1438     923     00         76.20           660.68             660.68
                                     527   1438     930     00                          15.82             593.07
                                     527   1438     960     00                          15.96              15.96
                                                                                         7.82               7.82
                                              ** JOB TOTALS **        151.70  **     8,621.79  **      13,356.80  **
                                     528   1425     906     00
                                              ** JOB TOTALS **                                             35.65
                                                                             **                **          35.65  **
ERTY ROAD-RUGGLES ROAD               528   1455     901     00
                                     528   1455     905     00                                          4,946.36
                                     528   1455     906     00                                          2,176.56
                                                                                                          298.59
```

87378

	VOUCHER DATE	TOTAL AMOUNT
Marion Construction Co., Inc. P.O. Box 2208 Salem, OR 97308	3/17/75	$ 9,027.93

8020	Est. # 8 F	Principal Interest	$ 8,868.30 169.63
dm			

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY
DIVISION BY AUTHORITY OF ORS 366.435

CHECKED - Acctg. Control Be

EGON STATE HIGHWAY DIVISION

ONTRACT PAYMENT VOUCHER

81-734-1020

MARION

HIGHWAY FAS 147	FEDERAL AID PROJECT NO. BRS 0040005
SECTION SILVER CREEK (SILVERTON) BRIDGE	

NO	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	2500.0000	100.000	2500.00	2500.0
002	1P TEMPORARY SIGNS	SQ FT	9.5000	448.000	4256.00	4256.0
003	1P TEMP CONT RAIL TRAFFIC BARRIERS, LIGHT	LIN FT	9.0000	50.000	450.00	450.0
004	1P FLAGMEN	HOURS	12.0000	42.500	510.00	510.0
005	1P REMOVAL OF STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	4000.0000	100.000	4000.00	4000.0
006	1P GENERAL EXCAVATION	CU YDS	10.0000	655.170	6551.70	6551.7
007	1P TRENCH EXCAVATION	CU YDS	5.5000	96.800	532.40	532.4
008	1P FINISHING ROADBED AND SLOPES	LUMP SUM	1000.0000	100.000	1000.00	1000.0
009	1P 1" - 0 AGGREGATE BASE	CU YDS	6.8000	533.250	3626.10	3626.1
010	1P CLASS C ASPHALT CONCRETE	TONS	20.4000	267.500	5457.00	5457.0
011	1P 12-INCH SEWER PIPE	LIN FT	7.0000	112.000	784.00	784.0
012	1P 18-INCH SEWER PIPE	LIN FT	9.0000	107.380	966.42	966.4
013	1P CONCRETE INLETS, TYPE CG-1	ONLY	330.0000	5.000	1650.00	1650.0
014	1P CONCRETE WALKS	SQ YDS	7.5000	241.920	1814.40	1814.4
015	1P CONCRETE DRIVEWAYS	SQ YDS	8.5000	119.300	1014.05	1014.0
016	1P CONCRETE CURBS	CU YDS	95.0000	16.520	1569.40	1569.4
017	1P ADJUSTING MANHOLES	ONLY	150.0000	1.000	150.00	150.0
018	1P BRIDGE REMOVAL WORK	LUMP SUM	10500.0000	100.000	10500.00	10500.0
019	1P SHORING, CRIBBING ETC	LUMP SUM	8000.0000	100.000	8000.00	8000.0
020	1P STRUCTURE EXCAVATION	CU YDS	10.0000	608.070	6080.70	6080.7
022	1P SPECIAL WALL BACKFILL	CU YDS	7.0000	381.640	2671.48	2671.4
023	1P SPECIAL FOOTING BACKFILL	CU YDS	12.0000	36.780	441.36	441.3
025	1P CLASS A CONCRETE	LUMP SUM	44800.0000	100.000	44800.00	44800.0
026	1P 81'/85' TYPE IV PRE STRESSED BEAMS	ONLY	5700.0000	5.000	28500.00	28500.0
027	1P REINFORCEMENT	LUMP SUM	23000.0000	100.000	23000.00	23000.0
028	1P REINFORCED CONC BRIDGE END PANELS	SQ YDS	38.0000	156.500	5947.00	5947.0
029	1P THREE TUBE METAL RAILING	LIN FT	45.0000	195.200	8784.00	8784.0
	ADJUSTMENT ITEMS					
S001	1P CLASS A CONC ADJ IN FAVORCONTR BI 25	CU YD	117.8947	9.100	1072.84	1072.8

DATE 03 05 75 PG. 01 8020	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

AY DIVISION

MARION

ENT VOUCHER

HIGHWAY	FEDERAL AID PROJECT NO.
FAS 147	BRS 0040005

SECTION
SILVER CREEK (SILVERTON) BRIDGE

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
PROTECTION AND DIRECT TRAFFIC	LUMP SUM	2500.0000	100.000	2500.00	2500.00	
SIGNS	SQ FT	9.5000	448.000	4256.00	4256.00	
RAIL TRAFFIC BARRIERS, LIGHT	LIN FT	9.0000	50.000	450.00	450.00	
	HOURS	12.0000	42.500	510.00	510.00	
F STRUCTURES ANDOBSTRUCTIONS	LUMP SUM	4000.0000	100.000	4000.00	4000.00	
XCAVATION	CU YDS	10.0000	655.170	6551.70	6551.70	
CAVATION	CU YDS	5.5000	96.800	532.40	532.40	
ROADBED AND SLOPES	LUMP SUM	1000.0000	100.000	1000.00	1000.00	
GREGATE BASE	CU YDS	6.8000	533.250	3626.10	3626.10	
SPHALT CONCRETE	TONS	20.4000	267.500	5457.00	5457.00	
EWER PIPE	LIN FT	7.0000	112.000	784.00	784.00	
EEP PIPE	LIN FT	9.0000	107.380	966.42	966.42	
INLETS, TYPE CG-1	ONLY	330.0000	5.000	1650.00	1650.00	
ALKS	SQ YDS	7.5000	241.920	1814.40	1814.40	
DRIVEWAYS	SQ YDS	8.5000	119.300	1014.05	1014.05	
CURBS	CU YDS	95.0000	16.520	1569.40	1569.40	
MANHOLES	ONLY	150.0000	1.000	150.00	150.00	
OVAL WORK	LUMP SUM	10500.0000	100.000	10500.00	10500.00	
CRIBBING ETC	LUMP SUM	8000.0000	100.000	8000.00	8000.00	
EXCAVATION	CU YDS	10.0000	608.070	6080.70	6080.70	
ALL BACKFILL	CU YDS	7.0000	381.640	2671.48	2671.48	
OOTING BACKFILL	CU YDS	12.0000	36.780	441.36	441.36	
ONCRETE	LUMP SUM	44800.0000	100.000	44800.00	44800.00	
YPE IV PRE STRESSED BEAMS	ONLY	5700.0000	5.000	28500.00	28500.00	
ENT	LUMP SUM	23000.0000	100.000	23000.00	23000.00	
D CONC BRIDGE END PANELS	SQ YDS	38.0000	156.500	5947.00	5947.00	
METAL RAILING	LIN FT	45.0000	195.200	8784.00	8784.00	
ENT ITEMS						
NC ADJ IN FAVORCONTR BI 25	CU YD	117.8947	9.100	1072.84	1072.84	
	TOTAL CONTRACT ITEMS					
PG. 01 8020	% RETAINED ON CONTRACT ITEMS					
	FORCE ACCOUNT					
	TOTAL PAYMENTS					

ON STATE HIGHWAY DIVISION

ONTRACT PAYMENT VOUCHER

FORM 81-734-1020

8020 8

524-1092

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
6002	1P REINF ADJ IN FAVOR CONTR BI 27	LBS	.3239	2,275.590	737.06	737.06
	FORCE ACCOUNT ITEMS					
801	1P EXPLORE FOUNDATION WORK				135.08	135.08
802	1P REVISE BENT 2 FOUNDATION				10386.17	10386.17
803	1P INSTALL WATER MAIN 94003				3305.23	3305.23

DATE 03 05 75 PG. 02 8020	TOTAL CONTRACT ITEMS	177365.91	177365.91
PREVIOUS VOUCHER NO. ~~8020~~ 31214	_ % RETAINED ON CONTRACT ITEMS	-	8,868.30
CHECKED BY JP:ON O.K.	FORCE ACCOUNT	13826.48	13826.48
ENGINEER OR AUDITOR W.E. Mueller	TOTAL PAYMENTS	191,192.39	182,324.09

DIVISION

T VOUCHER

HIGHWAY

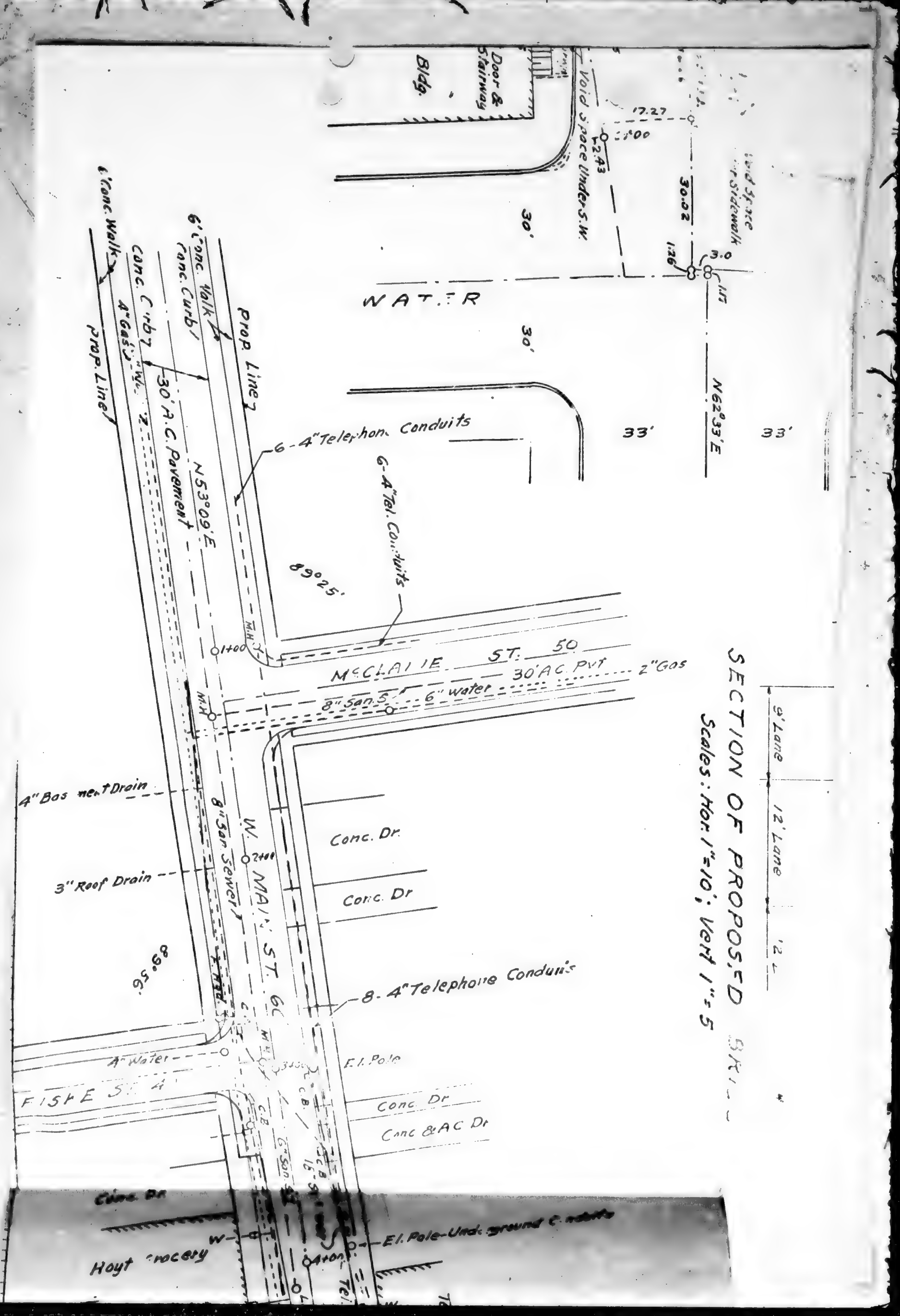
SECTION

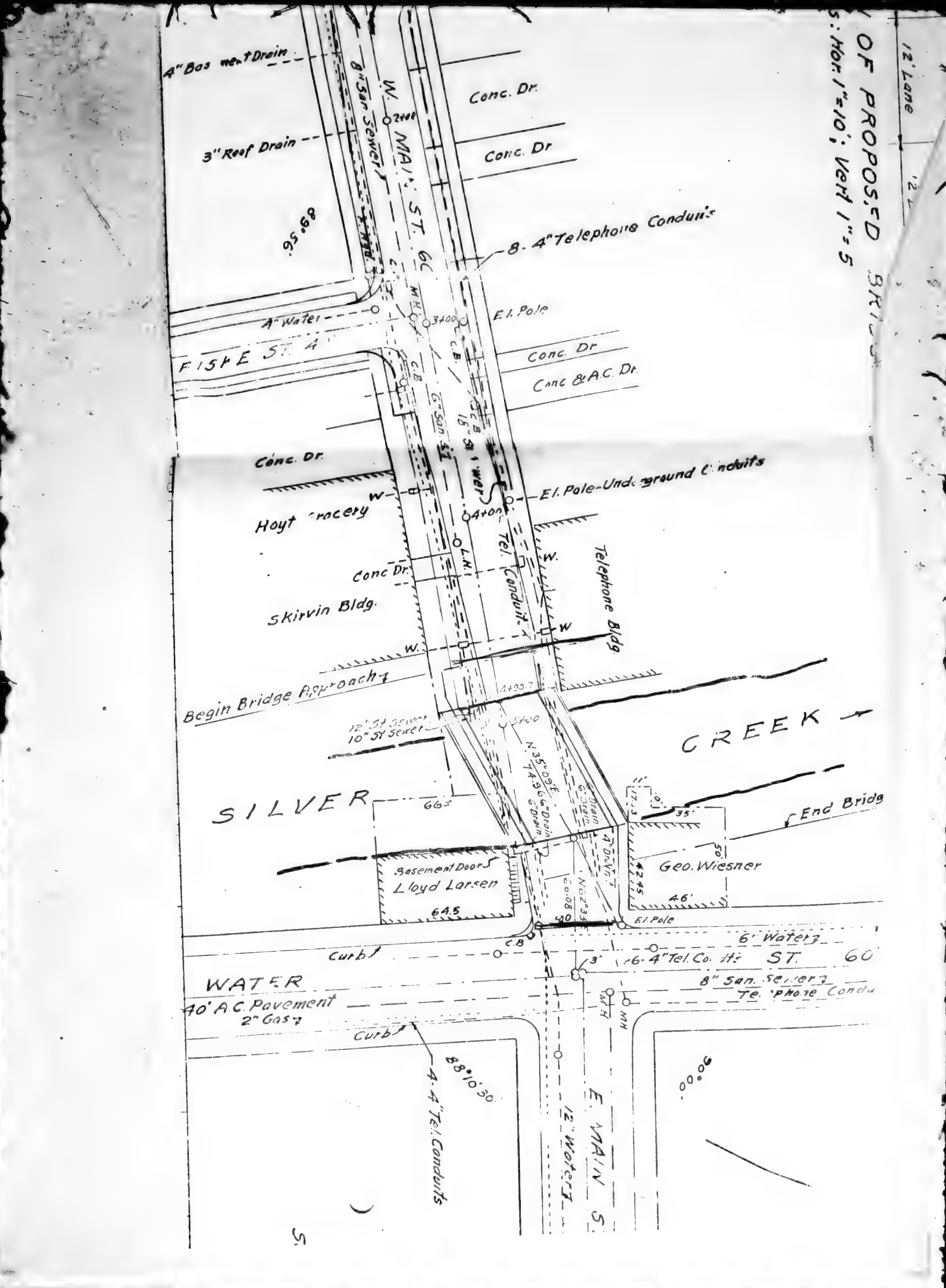
8020 8

FEDERAL AID PROJECT NO.

524-1092

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
FAVOR	CONTR BI 27	LBS	.3239	2,275.590	737.06	737.06	
UNT ITEMS DATION WORK 2 FOUNDATION R MAIN	94003				135.08 10386.17 3305.23	135.08 10386.17 3305.23	
02	8020			TOTAL CONTRACT ITEMS	177 65.91	177365.91	
				- % RETAINED ON CONTRACT ITEMS	-	8,868.30	8,8
				FORCE ACCOUNT	13826.48	13826.48	
				TOTAL PAYMENTS	191,192.39	182,324.09	8,8


SECTION OF PROPOSED BR
Scales: Hor. 1"=10'; Vert 1"=5
Door & Stairway
Bldg.
Void space Under S.W.
Void space under sidewalk
17.27
2+00
2.43
30.02
1.26
3.0
30'
WATER
N62°33'E
33'
33'
6' Conc. Walk
Conc. Curb
4" Gas
Prop. Line
6' Conc. Walk
Conc. Curb
Prop. Line
30' A.C. Pavement
N53°09'E
6-4" Telephone Conduits
6-4" Tel. Conduits
89°25'
M.H.
1+00
McCLAINE ST. 50
30' AC Pvt
2" Gas
8" San. S.
6" water
9' Lane
12' Lane
12' Lane
4" Basement Drain
3" Roof Drain
8" San Sewer
W. MAIN ST. 60
2+00
Conc. Dr.
Conc. Dr
89°56'
8-4" Telephone Conduits
4" Water
M.H.
3+00
El. Pole
C.B.
C.B.
FISKE ST. 4
Conc. Dr
Conc & AC Dr
Conc. Dr
6" San
15" St.
C.B.
El. Pole-Underground Conduits
W
Hoyt Grocery
Tel.


OF PROPOSED BRID
S: Hor. 1"=10'; Vert 1"=5
12' Lane
4" Basement Drain
3" Roof Drain
8" San. Sewer
W. MAIN ST. 60
Conc. Dr.
Conc. Dr.
95.68
8-4" Telephone Conduits
4" Water
FISHE ST. 4
El. Pole
MH
C.B.
C.B.
Conc. Dr.
Conc & A.C. Dr.
6" San. St.
15" St. Sewer
Conc. Dr.
El. Pole-Underground Conduits
W
Hoyt Grocery
Tel. Conduit
Conc. Dr.
W.
Skirvin Bldg.
Telephone Bldg.
W
W.
Begin Bridge Approach
12" St. Sewer
10" St. Sewer
CREEK
SILVER
N.35°09'E
74.96
6" Drain
6" Drain
66'
11'
17.3
35'
End Bridg
Geo. Wiesner
50
42.45
46'
Basement Door
Lloyd Larsen
64.5
El. Pole
C.B.
Curb
6" Water
6-4" Tel. Conduits
ST. 60
WATER
3"
8" San. Sewer
Telephone Condu
40' A.C. Pavement
2" Gas
MH
MH
Curb
88°10'30"
4-4" Tel. Conduits
E. MAIN S
12" Water
90.00
5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

CON 5-8020

February 25, 1975

TO F. B. Klaboe, Administrator
and State Highway Engineer

FROM Vince Gallagher
For C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 8020, Work Completed December 19, 1974

Project Silver Creek (Silverton) Bridge

Highway FAS 147, County Marion

Type of Work Grading and Paving

Contractor Marion Construction Co., Inc.

Recommended Acceptance Date February 21, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

APPROVED
FBKlaboe
STATE HIGHWAY ENGINEER
DATE: 2-26-75

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

8020

March 12, 1975

Safeco Insurance Co. of America
4347 Brooklyn Avenue, NE
Seattle, Washington 98105

Gentlemen:

On February 27, 1975, we wrote to you concerning release of final payment on Contract No. 8020 awarded to Marion Construction Co., Inc., for work on the Silver Creek (Silverton) Bridge Section of FAS 147 in Marion County.

Final payment on this contract is $8,868.38 and the total contract amount is $191,192.39 including $13,826.48 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Marion Construction Co., Inc.
1620 Oxford St., SE
Salem, OR 97308

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8020

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION SILVER CREEK (SILVERTON) BRIDGE	WEEK ENDING: DECEMBER 27, 1974
		SECTION PREFIX 524-1092
	HIGHWAY FAS 147	COUNTY MARION
NAME OF JOB SILVER CREEK (SILVERTON) BRIDGE	KIND OF WORK GRADING PAVING STRUCTURE	
CONTRACTOR MARION CONSTRUCTION CO.	CONTRACT NUMBER 8020	FEDERAL AID PROJECT NUMBER BRS #40(5)
DATE OF CONTRACT June 6, 1974	DATE WORK STARTED June 17, 1974	ESTIMATED COMPLETION DATE December 24, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 150
PROJECT AUTHORIZATION: $ 218,189.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 200,887.67	ENGINEERING AUTHORIZATION $ 17,301.33	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 191,800.00	ENGINEERING COST TO DATE $ 22,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~OVERRUN~~ ~~UNDERRUN~~ .5 %	PERCENT OF AUTHORIZATION 127 %	DATE PROJECT WAS COMPLETED: December 19, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22	Cloudy	0		
MONDAY 23	Cloudy	0		
TUESDAY 24	Cloudy	0		
WEDNESDAY 25	Cloudy	0		
THURSDAY 26	Showers	0		
FRIDAY 27	Showers	0		
SATURDAY 21	Cloudy	0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Scofield
Glenn
Berg

RECEIVED
DEC 31 1974
CONSTRUCTION SECTION

fas 147 - SCA
Marion Co.
Silverton

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 23, 1974

FILE: 524-1092

FROM: Gerald W. Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

TO: H. S. Cox
COUNTY/CITY ENGINEER

SUBJECT: Silver Creek Bridge
City of Silverton
Marion County FAS 147

Mr. Ralph Beribeau has been in contact with Region Right-of-way Supervisor, Rod Henry's Office about loss of outside access to the basement of the building at the south corner of the Main and Water Street intersection in Silverton.

The matter has been investigated by Resident Engineer, Warren E. Mueller. He refers to paragraph "i" of the "Things to be done by the City." ✓

My question is, was that paragraph or some other paragraph intended to give the State Highway Division the right to eliminate the old outside access to the basement of the Larsen Building? ✓

RECEIVED
COUNTY & CITY SECTION
OCT 24 1974
☑ ENGR. ☑ COOR ☑ OE ☒ AE ■ UE
☒ UPE ☐ CE ☒ RE ☐ RPE ☐

GWW/elk

✓

8020

1P

E-298 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name SILVER CREEK (SILVERTON) BRIDGE
Date AUGUST 6, 1974
Highway FAS 147
Contract No. 8020
County MARION
Prefix 524-1092
Contractor MARION CONSTRUCTION CO.
F. A. Project No. BRS-40(5)
Address P.O. BOX 2208, SALEM, OREGON 97308
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: INSTALL WATER MAIN

1. Maximum rental rates allowable as per AGC agreement.
2. Percentage allowed contractor is in accordance with executed contract for this project.

Location by station numbers: Sta. 4+50 to 6+00

Estimate of quantities and cost:

LABOR	$1,500.00
EQUIPMENT	$1,000.00
TOTAL	$2,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Special provisions page 4 section 104.04 calls for the contractor to install the water main. The city will furnish all materials. This item was requested by the City of Silverton to be installed by the contractor and was included in the project Authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization $218,189.00
Present estimate of project cost, including $2,500.00 for work under this order $218,189.00
Expected under-run / over-run amount . . . . . . $ none
Expected under-run / over-run per cent . . . . . . none

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

Approved Construction Engineer.

8030

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 6-90	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 6-25-74	STATE Oregon
		COUNTY Marion
PROJECT REPORT NO. 6		PROJECT NO. BRS-40(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR213, Main St. at Silver Cr. in Silverton

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-2-74	0.15
OTHER *(Specify)*		

FUNDS Pro Rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 187,050	$ 140,287

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. J. Smith
(Division Engineer)
for G. L. Green

Date executed by Division Engineer JUN 25 1974

Form PR-2 (Rev. 9-73)

(MORE)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

"Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable."

Oregon State Highway Division

Federal-Aid Project
No. BRS-40(5)

SILVER CREEK (SILVERTON) BRIDGE SECTION

FAS 147 in MARION COUNTY

Salem, Oregon, June 14, 1974

Project agreement estimate.

Type Code X081
Structure Approaches (Sta. 4+60 to Sta. 4+89.86 and Sta. 5+69.86 to Sta. 6+20)

Temporary Protection and Direction of Traffic	All Required (45%)		$ 1,125.00
Temporary Signs	215 sq.ft.	9.50	2,042.50
Temporary Continuous Rail Traffic Barriers, Lighted	22 lin.ft.	9.00	198.00
Flagmen	20 hour	12.00	240.00
Removal of Structures and Obstructions	All Required (45%)		1,800.00
General Excavation	270 cu.yd.	10.00	2,700.00
Trench Excavation	40 cu.yd.	5.50	220.00
Finishing Roadbed and Slopes	All Required (25%)		250.00
1"-0 Aggregate Base	210 cu.yd.	6.80	1,428.00
Class "C" Asphalt Concrete	85 ton	20.40	1,734.00
12-inch Sewer Pipe	50 lin.ft.	7.00	350.00
18-inch Sewer Pipe	30 lin.ft.	9.00	270.00
Concrete Inlets, Type CG-1	2 only	330.00	660.00
Concrete Walks	34 sq.yd.	7.50	255.00
Concrete Curbs	4 cu.yd.	95.00	380.00
Adjusting Manholes	2 only	150.00	300.00

Structure (Sta. 4+89.86 to Sta. 5+69.86)

Bridge Removal Work	All Required		10,500.00
Shoring, Cribbing, etc.	All Required		8,000.00
Structure Excavation	700 cu.yd.	10.00	7,000.00
Structure Excavation Below Elevation Shown	60 cu.yd.	15.00	900.00
Special Wall Backfill	550 cu.yd.	7.00	3,850.00
Special Footing Backfill	30 cu.yd.	12.00	360.00
Cast-in-Place Concrete Piles	190 lin.ft.	18.50	3,515.00
Class 'A' Concrete (380 cu.yd.)	All Required		44,800.00
80'/85' Tpye IV Prestressed Beams	5 only	5,700.00	28,500.00
Reinforcement (71,000 lb.)	All Required		23,000.00
Reinforced Concrete Bridge End Panels	170 sq.yd.	38.00	6,460.00
Three Tube Metal Railing	197 lin.ft.	45.00	8,865.00
			$159,702.50

Additional Items

Temporary Erosion Control	All Required	$ 100.00
City Water Main Installation	All Required	2,500.00
Casing of Cast-in-Place Piles	All Required	2,000.00
Waterproofing Existing Basement	All Required	500.00
		$ 5,100.00
	Subtotal	$164,802.50
	Engineering	22,247.50
	Total	$187,050.00

Length of Approaches - - - - - - - - - - - 0.015 Mile
Length of Structure - - - - - - - - - - - 0.015 Mile
Total Length of Project - - - - - - - - - 0.030 Mile

Federal Funds - $140,287.00
County Funds - 46,763.00

Total Cost $187,050.00

Group 1 - 45%, 9 - 55%

Contract No. 8020

Prefix 524-1092

SILVER CREEK (SILVERTON) BRIDGE SECTION

NONPARTICIPATING - CITY WORK

Roadway (Sta. 2+62 to Sta. 4+60)

Temporary Protection and Direction of Traffic	All Required (55%)		$ 1,375.00
Temporary Signs	265 sq.ft.	9.50	2,517.50
Temporary Continuous Rail Traffic Barriers, Lighted	28 lin.ft.	9.00	252.00
Flagmen	24 hour	12.00	288.00
Removal of Structure and Obstructions	All Required (55%)		2,200.00
General Excavation	530 cu.yd.	10.00	5,300.00
Trench Excavation	190 cu.yd.	5.50	1,045.00
Finishing Roadbed and Slopes	All Required (75%)		750.00
1"-0 Aggregate Base	520 cu.yd.	6.80	3,536.00
Class "C" Asphalt Concrete	215 ton	20.40	4,386.00
12-inch Sewer Pipe	80 lin.ft.	7.00	560.00
18-inch Sewer Pipe	210 lin.ft.	9.00	1,890.00
Concrete Inlets, Type C-G1	3 only	330.00	990.00
Concrete Walks	36 sq.yd.	7.50	270.00
Concrete Driveways	110 sq.yd.	8.50	935.00
Concrete Curb	12 cu.yd.	95.00	1,140.00
	Subtotal		$ 27,434.50
	Engineering		3,703.50
			$ 31,138.00

8020

June 6, 1974

Marion Construction Co., Inc.
P. O. Box 2208
Salem, OR 97308

Gentlemen:

The Oregon Transportation Commission on May 28, 1974, accepted your proposal for work on the Silver Creek (Silverton) Bridge Section on FAS 147 in Marion County for the sum of $187,137.00. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as the City of Silverton approves the project and deposits $48,000.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8020.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

rw

bc: Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
Vince Gallagher
Walt Hart
C. O. Fredrickson
Warren Mueller
Wm. Geibel (SAIF)
Don Trout

SBR/FAS

bc: L. W. Rulien

May 24, 1974

Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Attention Mr. John Anderson
Director of Public Works

Gentlemen:

On May 23, 1974 a satisfactory bid was received from the Marion Construction Company, Inc., P. O. Box 2208, Salem, Oregon 97308, for the Silver Creek (Silverton - Main Street) Bridge Section on FAS 147. As per the agreement between State, County, and the City of Silverton, the following advance deposit is required from the City of Silverton on behalf of the County prior to awarding of a contract.

Because this is a combination Special City Allotment (SCA) and Special Bridge Replacement (SBR) project, the advance deposit is computed as follows:

Project Bid Item	$187,137.00
Less Street Construction Cost (SCA)	27,434.50
Bridge Portion Only (SBR)	$159,702.50
Temporary Erosion Control	100.00
Adjustment Utilities (Install waterline)	2,500.00
Casing of Cast-in-Place piles	2,000.00
Water Proofing Basement Wall	500.00
4½% Contingencies	7,416.11
9% Engineering	14,832.23
Estimated Total Cost of Bridge	$187,050.84

Per agreement, the advance deposit for the bridge will be 25% of $187,050.84 = $46,762.71, or $46,800.00.

SBRP →

Street Work:

Bid Item	$27,434.50
4½% Contingency	1,234.55
9% Engineering	2,469.11
Estimated Total Cost of Street Work	$31,138.16
Less SCA Funds	25,000.00
Advance Deposit for Street Work	$ 6,138.16
- or say	$ 6,100.00

Please make the advance deposits for the bridge and street work portions, in the amount of $52,900.00, payable by check or warrant to the Oregon State Highway Division and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

cc: Mr. David Trapp, Silverton

SUMMARY

ITEM	UNIT	NET QUANT.	ALLOW.	TOTAL	SEGREGATION OF QUANTITIES	
					FA PROJECT No. BRS-40(5)	CITY PROJECT
ROADWORK						
Temporary Protection And Direction Of Traffic	All	All		All	45%	55%
Temporary Signs	Sq. Ft.	455	25	480	215	265
Temporary Continuous Rail Traffic Barriers, Lighted	Lin. Ft.	50		50	22	28
Flagmen	Hr.	40	4	44	20	24
Removal Of Structures And Obstructions	All	All		All	45%	55%
General Excavation	Cu. Yd.	713	87	800	270	530
Ditch Excavation	Cu. Yd.	214	16	230	40	190
Finishing Roadbed And Slopes	All	All		All	25%	75%
1'-0 Aggregate Base	Cu. Yd.	668	62	730	210	520
Class "C" Asphalt Concrete	Ton	280	20	300	85	215
12-inch Sewer Pipe	Lin. Ft.	120	10	130	50	80
18-inch Sewer Pipe	Lin. Ft.	226	14	240	30	210
Concrete Inlets, Type CG-1	Each	5		5	2	3
Concrete Walks	Sq. Yd.	66	4	70	34	36
Concrete Driveways	Sq. Yd.	104	6	110		110
Concrete Curbs	Cu. Yd.	15	1	16	4	12
Adjusting Manholes	Each	2		2	2	
STRUCTURE						
Bridge Removal Work	All	All		All	100%	
Shoring, Cribbing, Etc.	All	All		All	100%	
Structure Excavation	Cu. Yd.	670	30	700	700	
Structure Excavation Below Elevations Shown	Cu. Yd.		60	60	60	
Special Wall Backfill	Cu. Yd.	505	45	550	550	
Special Footing Backfill	Cu. Yd.	25	5	30	30	
Cast-in-Place Concrete Piles	Lin. Ft.	180	10	190	190	
Class A Concrete	All	All		All	All	
80'/85' Type IV Prestressed Concrete Beams	Each	5		5	5	
Reinforcement	All	All		All	All	
Reinforced Concrete Bridge End Panels	Sq. Yd.	160	10	170	170	
Three Tube Metal Railing	Lin. Ft.	197		197	197	

Bid Item	Bid	FA Share	City Share
1	2500.00	[illegible]	1375.00
2	9.50	2042.50	[illegible]
3	9.00	[illegible]	252.00
4	12.00	240.00	288.00
[illegible]	4000.00	1800.00	2200.00
6	10.00	2700.00	5300.00
7	5.50	220.00	1045.00
8	1000.00	250.00	750.00
[illegible]	6.80	[illegible]	3536.00
[illegible]	20.40	1734.00	4386.00
[illegible]	7.00	[illegible]	560.00
12	9.00	270.00	[illegible]
13	330.00	[illegible]	990.00
14	7.50	255.00	270.00
15	9.50	—	[illegible]
16	95	380.00	1140.00
17	150	300.00	
		14,734.50	27,434.50

Street Work

Total City Share	$27,434.50
4½% Contingencies	1,234.55
9% Engineering	2,469.11
Estimated Total Cost Str.	$31,138.16
Less SCA	25,000.00
City Share of Cost	$ 6,138.16

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

185,573

PROJECT NO.: #5 MARION COUNTY
SILVER CREEK (SILVERTON) BRIDGE SECTION
FAS 147 IN SILVERTON

OWNER: **OREGON STATE HIGHWAY DEPARTMENT**

DATE: MAY 23, 1974

PAGE 1

E.G. Scott Const. Salem 256,219
Schweder Const co. Inc Port.- 259,040

1. Marion Const Co Salem 187,137
2. Ross Bros. Const Salem 194,136 ^{50}
3 Hamilton Const Co Springfield 223,530 ^{98}

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	of Traffic Temporary Protection & Direction	1	2,500	3,000	4,000
480	S.F.	Temporary Signs	2	1^{50}	1^{50}	12-
50	L.F.	Barriers, Lighted Temporary Continuous Rail Traffic	3	[illegible]	3-	10-
44	Hours	Flagmen	4	[illegible]	15-	12-
	L.S.	Removal of Structures & Obstructions	5	[illegible]	3,500	1,500
800	C.Y.	General Excavation	6	[illegible]	1^{50}	14-
230	C.Y.	Trench Excavation	7	[illegible]	[illegible]	[illegible]
	L.S.	Finishing Roadbed & Slopes	8	[illegible]	1,000	[illegible]
730	C.Y.	1" - 0 Aggregate Base	9	[illegible]	[illegible]	7^{35}
300	Tons	Class "C" Asphalt Concrete	10	[illegible]	[illegible]	[illegible]
130	L.F.	12-inch Sewer Pipe	11	[illegible]	[illegible]	[illegible]
240	L.F.	18-inch Sewer Pipe	12	[illegible]	[illegible]	[illegible]
5	Only	Concrete Inlets, Type CG-1	13	[illegible]	[illegible]	[illegible]
70	S.Y.	Concrete Walks	14	[illegible]	[illegible]	[illegible]
110	S.Y.	Concrete Driveways	15	[illegible]	[illegible]	[illegible]
16	C.Y.	Concrete Curbs	16	[illegible]	[illegible]	[illegible]
2	Only	Adjusting Manholes	17	[illegible]	[illegible]	[illegible]
		STRUCTURE				
	L.S.	Bridge Removal Work	18	[illegible]	13,[illegible]	[illegible]

© SAFECO [illegible]

MARION COUNTY

PROJECT NO.: #5 - SILVER CREEK (SILVERTON) BRIDGE SEC. - FAS 147 IN SILVERTON PAGE: 2 of 2

QUANTITY	DESCRIPTION		Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRI
	L.S.	Shoring, Cribbing, Etc.	19	8,000	5,000	15,000
700	C.Y.	Structure Exc.	20	10-	8-	15-
60	C.Y.	Structure Exc. Below Elevations Shown	21	15-	10-	25-
550	C.Y.	Special Wall Backfill	22	[illegible]	8-	15-
30	C.Y.	Special Footing Backfill	23	12-	15-	15-
190	L.F.	Cast-in-Place Concrete Piles	24	18.50	40-	20-
	L.S.	Class A Concrete	25	44,500	55,000	43,000
5	Only	80'/85' Type IV Prestressed Beams	26	5,700	5,250	5,000
	L.S.	Reinforcement	27	[illegible]	24,000	[illegible]
170	S.Y.	Reinforced Concrete Bridge End Panels	28	38-	46	46-
197	L.F.	Three Tube Metal Railing	29	45-	40	50-
				187,137	[illegible]	[illegible]

187,137.00
27,434.50
159,702.50
7,186.61
7,313.23
14,
181,262.34

4½%

9%

115,315.59
2,434.50
117,750.09

2½%

114,189.

Adv. DCP

SILVER CREEK (SILVERTON) BRIDGE SECTION

FAS 147

MARION COUNTY

FAP No. BRS-40(5)
Grade, Pave & Structure

Bids Received May 23, 1974

1.	Temporary Protection and Direction of Traffic	All Specified		$ 3,000.00
2.	Temporary Signs	480 sq.ft.	9.00	4,320.00
3.	Temporary Continuous Rail Traffic Barriers, Lighted	50 lin.ft.	7.00	350.00
4.	Flagmen	44 hours	12.00	528.00
5.	Removal of Structures and Obstructions	All Specified		1,500.00
6.	General Excavation	800 cu.yds.	5.00	4,000.00
7.	Trench Excavation	230 cu.yds.	8.00	1,840.00
8.	Finishing Roadbed and Slopes	All Specified		250.00
9.	1" - 0 Aggregate Base	730 cu.yds.	8.00	5,840.00
10.	Class "C" Asphalt Concrete	300 tons	20.00	6,000.00
11.	12-inch Sewer Pipe	130 lin.ft.	7.00	910.00
12.	18-inch Sewer Pipe	240 lin.ft.	10.00	2,400.00
13.	Concrete Inlets, Type CG-1	5 only	325.00	1,625.00
14.	Concrete Walks	70 sq.yds.	9.00	630.00
15.	Concrete Driveways	110 sq.yds.	10.00	1,100.00
16.	Concrete Curbs	16 cu.yds.	85.00	1,360.00
17.	Adjusting Manholes	2 only	300.00	600.00
	STRUCTURE			
18.	Bridge Removal Work	All Specified		12,000.00
19.	Shoring, Cribbing, Etc.	All Specified		15,000.00
20.	Structure Excavation	700 cu.yds.	10.00	7,000.00
21.	Structure Excavation Below Elevations Shown	60 cu.yds.	15.00	900.00
22.	Special Wall Backfill	550 cu.yds.	8.00	4,400.00
23.	Special Footing Backfill	30 cu.yds.	12.00	360.00
24.	Cast-in-Place Concrete Piles	190 lin.ft.	20.00	3,800.00
25.	Class A Concrete	All Required		45,600.00
26.	80'/85' Type IV Prestressed Beams	5 only	4,000.00	20,000.00
27.	Reinforcement	All Required		28,400.00
28.	Reinforced Concrete Bridge End Panels	170 sq.yds.	35.00	5,950.00
29.	Three Tube Metal Railing	197 lin.ft.	30.00	5,910.00
		For Comparison of Bids		$ 185,573.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$185,573.00
Anticipated Additional Items:		
Temporary Erosion Control	100.00	
Adjust Utilities		
Install Water Main	2,500.00	
Casing of Cast-in-Place Piles	2,000.00	
Waterproofing Existing Basement Wall	500.00	5,100.00
		$190,673.00
Contingencies (4-1/2%)		8,580.29
Engineering (9%)		17,160.57
Estimated Net Authorization, Constr.		$216,413.86

OREGON STATE HIGHWAY DIVISION

JOB NUMBER 05

Summary of Bids Received and Construction Authorization

Project SILVER CREEK (SILVERTON) BRIDGE SECTION

HighwayFAS 147

County MARION

F.A. Project No. BRS 040005

Engineer's Estimate 185,573.00

Date Bids Received 05/23/74

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	MARION CONSTRUCTION CO, INC SALEM 97308	187,137.00
02	ROSS BROS CONSTRUCTION INC SALEM	194,136.50
03	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	223,530.50
04	F G SCOTT SALEM 97305	256,219.00
05	SCHRADER CONSTR CO INC PORTLAND 6	259,040.00

.8% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 187,137.00

Additional anticipated items:

TEMPORARY EROSION CONTROL	100.00
ADJUST UTILITIES	.00
INSTALL WATER MAIN	2,500.00
CASING CAST-IN-PLACE PILES	2,000.00
WATERPROOF BASEMENT WALL	500.00

ENGINEER'S RECOMMENDATION

	NAME AND ADDRESS OF BIDDER		AMOUNT OF BID
01	MARION CONSTRUCTION CO, INC SALEM	97308	187,137.00
02	ROSS BROS CONSTRUCTION INC SALEM		194,136.50
03	HAMILTON CONSTRUCTION CO SPRINGFIELD	97477	223,530.50
04	F G SCOTT SALEM	97305	256,219.00
05	SCHRADER CONSTR CO INC PORTLAND 6		259,040.00

.8% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount	$ 187,137.00
Additional anticipated items:	
TEMPORARY EROSION CONTROL	100.00
ADJUST UTILITIES	.00
INSTALL WATER MAIN	2,500.00
CASING CAST-IN-PLACE PILES	2,000.00
WATERPROOF BASEMENT WALL	500.00
Subtotal	$ 192,237.00
4 1/2%	8,650.67
Contingencies and engineering 9%	17,301.33
Subtotal	$ 218,189.00
Credit for maintenance rock	.00
Net construction authorization	$ 218,189.00

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

Regional Engineer, B.P.R.

BEN GIFFORD
4 [illegible] 14

27,60
183 476

Section SILVER CR.(SILVERTON) BR.

Project Allotment $

Highway FAS 147

Project Length 360 feet

County MARION

Completion Time 150 cal. days

Kind of Work GRADE, PAVE & STRUCTURE

FA Project No. BRS-40(5)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 185,573 ^{00}

Anticipated Additional Items:

Flagging (State Share)	$	
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control	100	
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		$ 510 ~~2600~~ —
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Adjust Utilities		
Install Water Main	500	
Tasing of [illegible] (Trial [illegible])	2000	
Water proofing Existing [illegible] wall, Dkwg No. 29221	500	

$ ~~188,173~~ ^{00} 190,083 —

Contingencies (4-1/2%)	8,467 ^{79}	8580 ^{21}
Engineering (9 %)	16,935 ^{58}	17160 —

Estimated Net Authorization, Construction. $ ~~213,576~~ ^{00} 216413 ^{81}

J H Wentry
Design Engr.

(5)

May 23rd

Cr. (-Silverton) [illegible]

Pure [illegible]

Grading 4/15/74 CZL

No.	Item	Quantity	Price	Amount
1	Temporary Protection and Direction of Traffic	All Spec		3,000
2	Temporary Signs	480 sq Ft	9 -	4320
3	Temporary Continuous Rail Traffic Barriers, lighted	50 [illegible]	7 -	350
4	Flagmen	44 [illegible]	12 -	528
5	Removal of Structures and Obstructions	All Spec		1500.00
6	General Excavation	800 cu yds	5.00	4000 -
7	Trench Excavation	230 cu yds	8.00	1840 -
8	Finishing Roadbed and Slopes	[illegible] Spec		250.00
9	1" 0 Aggregate Base	730 [illegible]	8.00	5840 -
10	Class "C" Asphalt Concrete	300 [illegible]	20.00	6000
11	12-inch Sewer Pipe	130 [illegible]	7.00	910
12	18-inch Sewer Pipe	240 [illegible]	10.00	2400
13	Concrete Inlets, Type CG-1	5 [illegible]	325.00	1625
14	Concrete Walks	70 Sq [illegible]	9.00	630
15	Concrete Driveways	110 sq [illegible]	10.00	1100
16	Concrete Curbs	16 [illegible]	85.00	1360
17	Adjusting Manholes	2 [illegible]	300.00	600
				[illegible]
	Structure			
18	Bridge Removal Work	All Spec		12,000
19	Shoring, Cribbing, Etc.	All Spec		15,000
20	Structure Excavation	700 [illegible]	10 -	7000
21	Structure Excavation, Below Elevations [illegible]	60 [illegible]	15 -	900
22	Special Wall Backfill	550 cu yds	8 -	4400
23	Special Footing Backfill	30 [illegible]	12 -	360
24	Cast-in-Place Concrete [illegible]	190 [illegible]	20 -	3800
25	Class [illegible] Concrete (380 cy @ 120.00)			45,600
26	80'/85' Type [illegible] Prestressed [illegible]	5 [illegible]	4000 -	20,000
27	Reinforcing Steel (71,000 lbs @ 0.40)	All [illegible]		28,400
28	Reinforcing [illegible]	170 [illegible]	35 -	5950
29	[illegible]	197 [illegible]	30 -	5910
			Total	185573 -
				36 253
				149,320

Bid Cost

14,734.50 - Br

27,434.50 - Grading

42,169.00 — Total on bid

#1 8C20

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 23, 1974

Walt Hart

FROM: Walter J. Hart
Bridge Engineer

SUBJECT:
Review of Structural Prices
May 23, 1974 bids

TO:
Mr. E. S. Hunter
Assistant State Highway Engineer

We have reviewed the bid prices received on May 23 for structural items. In general the bids received for all except one structural item are consistent and reasonable. The one item which has shown the significant price increase is precast prestressed units. The bid prices for these units have risen anywhere from 60 to 100% over 1973 prices. An example of this price trend is indicated on the attached sheet where an itemized pricing for an 81-foot Type 4 prestressed beam is indicated for 1973 and current 1974 prices.

Our specific recommendations for projects for which bids were received on the 23rd and which involve bridge work, is as follows:

Molalla River (Wrights) Bridge Section -

#1 8016

The unit bids for Items 47 and 48, the precast prestressed beams, are high. The total project bid is within 10% of the engineer's estimate. We would recommend award of this contract. We suspect that little would be gained by redesign or re-evaluation of this project.

OK award

Silver Creek (Silverton) Bridge Section -

#8C20

The precast prestressed beams are priced extremely high. The total bid is within less than $2,000 of the engineer's estimate and we would recommend award of this contract.

OK award

Oak Knoll Bikeway Overcrossing Section -

#[illegible]

The low bid is 28% over the engineer's estimate. The principal item responsible for this overage is the precast prestressed superstructure elements. The use of these particular precast elements was based on availability information furnished by a supplier. This information proved to be erroneous. We believe that a saving can be realized by redesigning this structure with alternate superstructure elements.

Reject

5-14-74

CC
Klaboe
Rubin
Hart
ESH

Fox Bridge Section -

CON 21-6
COOS
Co.

This is a Coos County Project funded 100% by county funds and will be referred to the County for award. We are reviewing the design of the structure for possible cost-cutting measures. If some reduction can be realized, we will recommend to the County that they award to the low bidder. The low bidder on this project, Hamilton Construction Co., is working in the area and is an extremely well-qualified contractor.

Hold decision pending discussion w/ county and analysis of other designs for bridge.

WJH:dh
Attachment

cc L. W. Rulien
C. G. Swenson

QUANTITIES - 81' TYPE IV PRESTRESSED BEAM

Concrete: \$.70 per beam

$$\frac{789}{144}\overset{71'}{(81-10)} + \frac{1137}{144}(10') = 389.02 + 78.96 = 467.98\ \text{ft.}^3 \times \$0.85/\text{ft.}^3 = \$398$$

$$\text{(1973 price)} \quad \times\ 0.70 = \$328$$

Prestressing Steel:

$$45\ \text{str.} \times 81'\text{-}1'' \times \overset{10\%\ \text{waste}}{1.10} = 4013\ \text{ft.} \times \overset{.07}{\$0.20/\text{ft.}} = \$803$$

$$\text{(1973 price)} \quad 0.07/\text{ft.} = \$281$$

Rebar:

$$\frac{1800\#}{10}\ \text{bms.} \times \frac{81'}{88'} = 1657\# \times \overset{0.08}{\$0.30/\text{lb.}} = \$497$$

$$\text{(1973 price} \quad \times\ \$0.08/\text{lb.} \quad \$133$$

$$\text{Total Cost per beam} = \$1698 = \$742 = \$9.16\ \text{(1973 price}$$

$$= \frac{\$1698}{81} = \$20.96\ \text{per ft. of beam}$$

Bid price 9/6/73

Tualatin R. Br.	\$31/ft.	Washington Co.
Grande Ronde	\$45/ft.	Union Co. 10 bms.
Silver Cr. Br.	\$70/ft.	

Bill
Prices
5-23-74

(Supplier Price)
(Empire \$55/ft.)
(Morse \$57/ft.)

CITY OF
SILVERTON
CITY HALL 306 SOUTH WATER STREET / SILVERTON, OREGON 97381 / TELEPHONE 873-5323

Project # BRS-40(5)
Silver Crk (Silverton - Main St) Br.
FAS 147

22 May 1974

Harold Reynoldson
State Highway Department
State Highway Building
Salem, Oregon

Dear Sir:

The City of Silverton requests transfer of the existing water lines from the old bridge to the new bridge and this letter supersedes the signed agreement.

Yours truly,

David L. Trapp
Director of Public Works

DLT:pl

RECEIVED
COUNTY & CITY SECTION
MAY 23 1974
☑ ENGR. ☑ COOR. ☑ UE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

Copy to:- L.W. Rulien
C.G. Swenson
C.R. Burghardt - FHWA.
Dick Hacek - Finance

8020

8

May 22, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
May 23 Bid Letting

Bids will be taken May 23 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 386, is shown:

1. Molalla River (Wrights) Bridge
Cascade Highway, Clackamas County
Grade, Pave and Structure Project

An 8-foot bicycle/pedestrian facility will be provided.

2. Mill Street-Walnut Street (Eugene)
Pacific Highway West, Lane County
Signal Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Silver Creek (Silverton) Bridge
FAS 147 and West Main Street, Marion County
Grade, Pave and Structure Project

Five-foot walks on each side will be incorporated on a replacement basis of the existing facilities.

4. Oak Knoll Bikeway Overcrossing
   Willamina-Salem Highway, Polk County
   Grade, Pave and Structure Project

A separated bicycle/pedestrian facility will be provided along the length of the project.

5. Ochoco Creek (Prineville) Bikeway
   City Park, Crook County
   Grade, Pave and Structure Project

A separated bicycle/pedestrian facility will be provided along the length of the project.

6. Lausmann and Wygant State Parks
   Hood River County
   Grading Footpath Project

A pedestrian facility will be provided within the State Parks.

7. Railroad Avenue at Harmony Road (Milwaukie)
   County Road 96, Clackamas County
   Signals Project

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

These projects will be on the agenda for your consideration at the May 29 meeting and your approval is requested.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. D. Wolfe
J. B. Boyd
J. H. Versteeg
L. W. Rulien
Gary Sund
R. E. Whipps

WHW:jp cm

#7620 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 16, 1974

In reply refer to: 10-41-B2

SUBJECT: Oregon Project BRS-40(5)
Silver Creek (Silverton) Bridge Section
West Main Street, FAS 147
Special Bridge Replacement Project

NOTED
E. S. HUNTER

cc Rubin
Wolfe
Versteeg
5-22-74

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator and State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Cox, County and City Engineer

Your letter of May 14, 1974 furnished a copy of the plans for signing and striping for the temporary detour in the City of Silverton during construction of the Main Street Bridge. Also included is the plan for permanent signing of the proposed one-way couplet in the city center area.

We can approve and participate in the temporary detour work for traffic during construction; however, the permanent signing for the city center couplet traffic cannot be considered eligible for participation in the Bridge Replacement Program. This work will have to be considered under another type of funding program.

for G. K. Hossna
G. L. Green

RECEIVED
STATE HWY ENGR
MAY 20 '74
REFER TO
FOR
D/R Sign Act File

May 14, 1974

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Mr. Paul Riedl

Re: Special Bridge Replacement Project
Silver Creek (Silverton) Bridge Section
West Main Street, FAS 147
Marion County
BRS-40(5)

Dear Sir:

Attached is a copy of the plans for the signing and striping for the one-way couplet detour for the Main Street Bridge over Silver Creek in the city of Silverton. This is also the traffic pattern to be employed as a temporary detour during the construction of this project.

The signing and striping are to be broken down into two phases. The first, or temporary phase will detour traffic part way through the project. The second, or final phase will become effective just prior to the completion of the project. This final phase is also to be a cooperative venture with the State doing the striping and furnishing the signs and the City of Silverton installing the signs. It is estimated that the final signing stage will cost from $1,200 to $1,500.

We are requesting your consideration that this final phase of the one-way couplet detour also be included as a participating item in this construction project.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:mm
cc: L. W. Rulien

147- Marion

SALEM, OREGON
April 25, 1974

TO: Mr. L. W. Rulien
Project Management Engineer
BUILDING

Attention Mr. R. N. Chase

Special Bridge Replacement Project
Silver Creek (Silverton) Bridge
FAS 147
Marion County

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

The City of Silverton has requested that we include the following utilities in our programing as part of this project:

1. Retain a city water main on this bridge.
2. Place a luminaire standard at the southeasterly corner of the bridge.

The costs for these items have been included in the present estimate for the project.

Would you please submit a program revision request for these items.

HR:ljt

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ LPE ☑ CE R ☑ RPE ☐

MEMO TO FILES

April 25, 1974

Re: Special Bridge Replacement Project
Silver Creek (Main Street) Bridge
FAS 147
City of Silverton & Marion County
BRS-40(5)

The City of Silverton has requested that the transferring and installation of the city water line from the existing bridge to the new bridge be a participating item in the contract. The city has also requested that the conduit and a base for a light standard on the bridge be included as construction item cost.

The water line connections are to remain the responsibility of the city.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County & City Unit

HR:ljt

cc: David Trapp, Silverton
L. W. Rulien
Finance
FHWA
J. M. Cartwright

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ LPE ☑ CE ☒ [illegible] ☒ [illegible] ☐

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 15, 1974

Mr. John M. Lesher
City Manager
City Hall
Silverton, Oregon 97381

Dear Mr. Lesher:

The Main Street bridge and street improvement project, subject of agreements dated October 10, 1973 and December 19, 1973, is scheduled for bid opening on May 23, 1974. The present estimate of cost is approximately $215,000, of which the City's share is $50,000±.

Since the City's budget will not allow such a sizeable withdrawal, we are willing to accept the City's advance deposit in two equal payments. The first payment will be due upon receipt of an acceptable bid proposal; with final payment due in July, 1974.

If the City concurs in this matter, would you and the Mayor please sign two copies of this letter in the space provided and return them to the County & City Unit, 405 State Highway Building, Salem, Oregon 97310.

Very truly yours,

E. S. Hunter
Asst. State Highway Engineer

APPROVED BY THE CITY OF
SILVERTON

Mayor ____________________

Recorder ____________________

Date APR 1 8 1974

cc: [illegible]
[illegible]
[illegible]

RECEIVED
COUNTY & CITY SECTION
[illegible] 1974
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

SCA/FAS

CITY OF SILVERTON

306 SOUTH WATER STREET SILVERTON, OREGON 97381 (503) 873-5323

3 April 1974

RECEIVED
COUNTY & CITY SECTION
APR 5 - 1974
☑ ENGR. ☐ COOR. ☐ JE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Re: Main Street Improvement Project

Gary E. Zehner - County & City Engineer
County & Cities Section
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

Dear Gary:

The Common Council, at its 4 March 1974 meeting, reviewed the total projects on Main Street which included the bridge and the street improvement. They concurred with our decision of terminating the project at Fiske Street. The cost of the total project was also discussed and the council felt that due to the urgency and need for these two projects, that every possible avenue of financing be researched.

The conclusion was that if the city's cost for the total project is in the $50,000 to $60,000 range then it would be necessary for the city to make two equal payments. One payment to be made at the bid acceptance and the second payment could be made in the month of July 1974.

Your approval of this proposal is strongly encouraged due to the importance of these two projects to the City of Silverton.

Sincerely,

David L. Trapp

David L. Trapp
Director of Public Works

DLT:pl

cc: Jack Lesher - City Manager
Gordon Henjum - Mayor

8

8020

3-22-74

Budget Bureau No. 41-R2068; Approval

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE
2		SR 213, Main St. at Silver Cr. in Silverton	ADT	7,000	11,000	93	10	Oregon	41

CARD	CHARACTER OF PROPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.
3	One Bridge								BRS-	40(5)

CARD	CLASS OF FEDERAL FUNDS [1]		COUNTY NAME	
4	Special Bridge Replacement		Marion	
	NAME OF URBAN AREA: --	F.A. SYSTEM: Secondary	RTE NO. S	FEDERAL AID 147 / STATE Co.Rd.

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHAR PROP
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED Stage 2	1123	BRS-40(5)	SR 213, Main St. at Silver Cr. in Silverton "Silver Cr. (Main St.) Bridge Section"	0.015	118,000	88,500	29,500(Co.)	Const. one p conc. beam b H.C. 36', 5' sides). Rem str. & grade roadway appr bridge servi
										PROJECT TOTAL	0.015	118,000	88,500	29,500(Co.)	
5					PE ROW CONST		RE-QUESTED REVISION Stage 2	1123	BRS-40(5)	SR 213, Main St. at Silver Cr. in Silverton "Silver Cr. (Main St.) Bridge Section"	0.015	190,000	142,500	47,500(Co.)	Const. one conc. beam H.C. 36', 5' sides). Rem str. & grade roadway app bridge servi
										PROJECT TOTAL	0.015	190,000	142,500	47,500(Co.)	

CARD 1 — A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — COLUMN 14 → CODE 11

PROJECT WITHDRAWN YES ☐ — CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE:
To increase "Project Cost" to conform with the latest estimate as adjusted to refle labor costs and material costs since submission of original program documents.

DATE OF INITIAL APPROVAL: October 24, 1973

OTHER:

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE March 22, 1974	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
SR 213, Main St. at Silver Cr. in Silverton	ADT	7,000	11,000	93	10	Oregon	41	115	1123

OPOSED WORK (35 spaces): e Bridge

NATL. FOREST:

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO / SUPV AGCY / DA CLASSIF. / DA AREA / EMERG. YR. / PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) BRS- NUMBER-AGR. NO. 40(5)

I PROJECTS ONLY: POST MI. / DESIG.

FUNDS [1]: Special Bridge Replacement

COUNTY NAME: Marion CODE 047

EA: --

F.A. SYSTEM: Secondary

RTE NO.: FEDERAL AID S 147 STATE Co.Rd. U.S. --

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PROGRAMED Stage 2	1123	BRS-40(5)	SR 213, Main St. at Silver Cr. in Silverton "Silver Cr. (Main St.) Bridge Section"	0.015	118,000	88,500	29,500(Co.)	Const. one prestress. reinf. conc. beam bridge (L. 80', H.C. 36', 5' walk on both sides). Remove existing str. & grade & pave required roadway approaches to make bridge serviceable.
					PROJECT TOTAL	0.015	118,000	88,500	29,500(Co.)	
PE ROW CONST		REQUESTED REVISION Stage 2	1123	BRS-40(5)	SR 213, Main St. at Silver Cr. in Silverton "Silver Cr. (Main St.) Bridge Section"	0.015	190,000	142,500	47,500(Co.)	Const. one prestress. reinf. conc. beam bridge (L. 80', H.C. 36', 5' walk on both sides). Remove existing str. & grade & pave required roadway approaches to make bridge serviceable.
					PROJECT TOTAL	0.015	190,000	142,500	47,500(Co.)	

has been submitted Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:
To increase "Project Cost" to conform with the latest estimate as adjusted to reflect increased labor costs and material costs since submission of original program documents.

into two or more projects. Prepare a form PR-1 for all king from such action.

AL: 24, 1973

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE March 22, 1974	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Project Management Engineer	TITLE	TITLE

r from one class of project to another, or covers joint financing, show both classes of funds involved.

S FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48908-P61

80.20

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
March 21, 1974

FILE:

~~FROM:~~ TO: Mr. L. W. Rullen
Project Management Engineer
B U I L D I N G

~~TO:~~

Attn: Mr. R. N. Chase

SUBJECT: Special Bridge Replacement Project
Silver Creek (Silverton) Bridge
Main Street, FAS 147
Marion County
BRS-40(5)

Harold Reynoldson

FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

NOTED
E. S. HUNTER

The FHWA approved the programing for this project on October 24, 1973 for $118,000.

Now, because of the increase in the cost of construction, the estimated cost has increased to approximately $190,000.

Would you please submit a revised programing to FHWA for this increase in costs.

HR:ljt

cc: E. S. Hunter

RECEIVED
MAR 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8020

8

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section:	Silver Creek (Silverton) Bridge	**Res. Engr.**	K. D. Wolfe
Highway:	F.A.S. 147 and West Main Street	**Approx. Length**	0.07± mile
County:	Marion		McClaine St. to Silver Cr. Br.
Prefix:	324-1459	**Date**	March 13, 1974
Mean Truck A.D.T.	201	**Annual Precipitation**	40"±
Traffic Coefficient	7.8	**Frost Penetration**	- - - -
18 kip s. a. per day	39.2	**CBE Total Requirement**	25.5"

(1)

Typical Soil	
45	LL
17	PI
98	%P 10
60	%P 200
2	% Gravel
4	% C Sand
34	% F Sand
35	% Silt
25	% Clay
7	R Value
A-7-6	AASHO Classif.

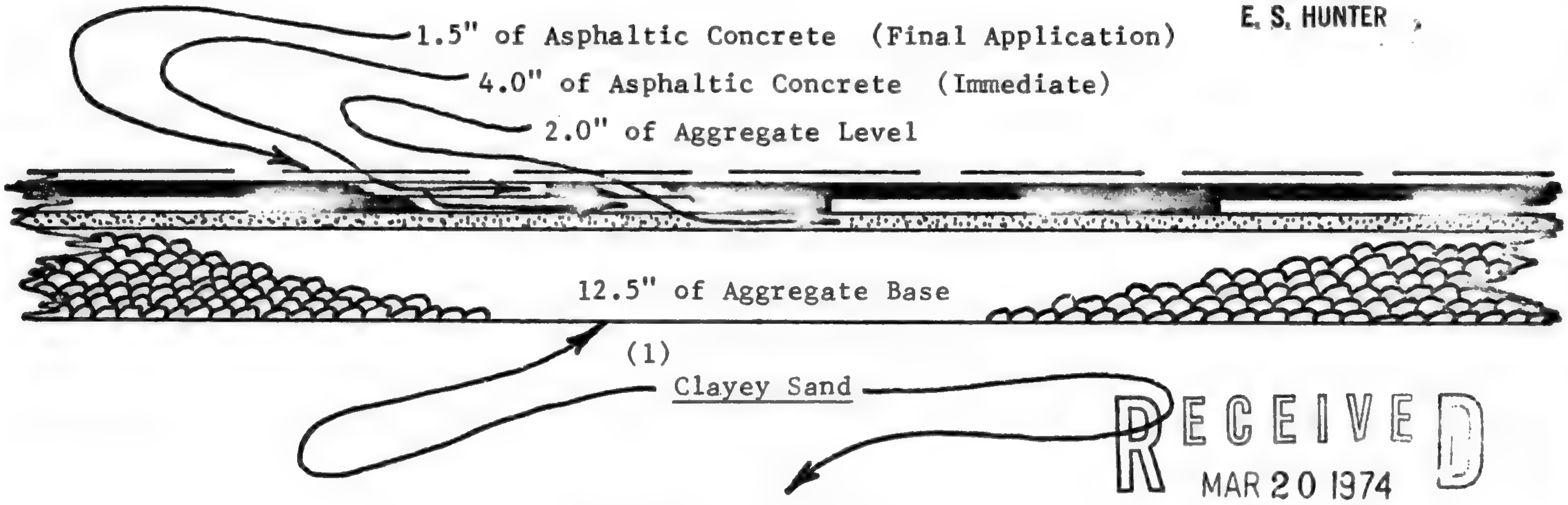
Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
8.0	4.0	A.C. (I.)
2.0	2.0	A.L.
12.5	12.5	A.B.
25.5	20.0	

STRUCTURAL SECTION

NOTED
E. S. HUNTER


1.5" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
2.0" of Aggregate Level
12.5" of Aggregate Base
(1)
Clayey Sand

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See Remarks on Page 2.

Submitted by ______
Base Design Engineer

Recommended by ______
Engineer of Materials and Research

Recommended by Victor D. Wolfe
Location Engineer

Approved by E S Hunter
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: Silver Creek (Silverton) Bridge
HIGHWAY: F.A.S. 147 and W. Main St.
COUNTY: Marion

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	3/4"-0 *Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	4.0"	2.0"	14.5"	24.5"	20.5"
6.0 - 7.0	3.0"	2.0"	13.5"	21.5"	18.5"
4.8 - 6.0	2.0"	2.0"	12.0"	18.0"	16.0"
Cars Only	2.0"	2.0"	7.0"	13.0"	11.0"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 6.8 and a C.B.E. Requirement of 22.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Silver Creek (Silverton) Br.
HIGHWAY: F.A.S. 147 and W. Main St.
COUNTY: Marion

6500 Present ADT (1974)
2.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	100	1.75	175	138	450	62,100
3	25	1.75	44	35	1000	35,000
4	5	1.75	9	7	1250	8,750
5	15	1.75	26	21	3180	66,780
6	0	----	---	---	2570	- - -
				201	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 172,630
TWENTY YEAR EWL 3,452,600
TRAFFIC COEFFICIENT 7.8

SECTION: Silver Creek (Silverton) Bridge
HIGHWAY: F.A.S. 147 and West Main St.
COUNTY: Marion

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks:
5. Cost Comparisons: None made. See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a problem.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This is a short section (0.07± mile) and traffic does not warrant the use of C.R.P.C.C.

Marion
Silverton

cc: Dave Trapp
E. S. Hunter
L. W. Rulien
J. H. Versteeg
W. J. Hart
C. O. Fredrickson
Ken Wolfe

MEMO TO FILES

March 12, 1974

Re: Silver Creek Bridge - SBRP
West Main Street - SCA
City of Silverton

A meeting was held in the County & City Unit office on the above date to discuss the referred to projects. The following were present:

Dave Trapp, City	
Bill Sample	OSHD
John Day	"
Paul Anderson	"
Ken Wolfe	"
Pat McLaughlin	"
Hal Reynoldson	"
Gary Zehner	"

The meeting covered four main topics which are summarized below:

1. Based on present estimates it was decided to construct "Alternate A", Fiske Street to south end of bridge, in conjunction with the Silver Creek Bridge. The project will begin at Station 2 + 60± and end at Station 6 + 10±.
2. The project is scheduled for bid opening May 23, 1974. City is unable to provide advance deposit ($50,000±) from existing funds. City will seek approval to make advance deposit in two payments, the first in this fiscal year and the final payment in 1974-75.
3. Since the City has diverted most of their funds to this project, other projects that are planned will be delayed. Such a project is the Oak Street improvement.
4. The relocation of utilities will be handled in the normal fashion in the specifications.

Mr. Trapp indicated that he would discuss this with the City Council and seek their approval to proceed.

Gary E. Zehner
Gary E. Zehner
Cities Engineer
County & City Unit

GEZ:ljt

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UFE ☑ CE ☐ R ☒ PPE ☐

8020

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE March 8, 1974

TO L. W. Rulien
Project Management Engineer

FROM ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg
Road Design Engineer

SUBJECT Fuel Requirements for the
Silver Creek (Silverton) Bridge Project

NOTED
E. S. HUNTER

The estimated fuel requirements for the Silver Creek (Silverton) Bridge structure project are as follows:

Diesel	5,000 Gals.
Gasoline	500 Gals.
Lubricating Oils	160 Gals.
Grease	160 Lbs.

These estimated quantities are for your use in the application for a fuel allotment for the subject project. The approximate completion time for this project is six months.

CGS:fw

cc: E. S. Hunter
C. T. Keasey

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MAR 11 1974
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ASSISTANT STATE HIGHWAY ENGINEER

8020

NOTED
E. S. HUNTER

MEMO TO FILES

March 6, 1974

Re: Special Bridge Replacement Project
Silver Creek (Main Street - Silverton) Br.
FAS 147
Marion County

The programing for this project has been approved with an estimated amount of $115,000. It now appears that this amount may have to be substantially increased. We have received verbal estimates in the amount of $155,000 and $190,000. We now need a firm estimate as soon as possible because of the time needed for program change approval from FHWA in Washington, D.C. From a former request it appears that it will take at least 30 days after submission before we can expect an approval from FHWA.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Unit

HR:ljt

cc: E. S. Hunter
L. W. Rulien

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MAR 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SECTION Main St. (Silverton) DATE 3-5-74 SHEET 1 OF 2

ALTERNATE A

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
1	Mobilization	Lump Sum					1036.77
2	Temp. Protect & Direction of Traffic	Lump Sum					
3	Removal of Struct & Obstruct	Lump Sum					1215.00
4	General Excavation	C.Y.	484	48	532	5.00	2660.00
5	1"-0 Aggr. Base	C.Y.	440	44	484	7.00	3388.00
6	3/4"-0 Aggr. Base	C.Y.	74	8	82	7.00	574.00
7	Watering	M-Gal.	17	2	19	5.00	95.00
8	Class "C" Asphaltic Concrete	Ton	235	23	258	19.15	4940.70
9	Trench Excavation	C.Y.	119	11	130	10.00	1300.00
10	12" Sewer	Lin. Ft.	92	9	101	6.75	681.75
11	18" Sewer	Lin. Ft.	150	15	165	7.75	1278.75
12	CG-1 Inlets	Each	3	1	4	2.50	1000.00
13	Wheelchair Ramps	Each	2	1	3	150.00	450.00
14	Type C Curbs	Lin. Ft.	389	38	427	2.20	[illegible]
15	PCC Walks	Sq. Yd.	52	5	57	9.00	513.00
16	Extra For A.C. Driveways	EA	3	–	3	100.00	300.00
17	Adjust Manholes	EA	2	–	2	175.00	350.00
18	Remove Existing Surfacing	Sq. Yd.	620	62	682	2.25	1534.50
	Sub-Total						26,772.07

3-5-74

SECTION Main st (Silverton)
HIGHWAY
ALTERNATE NO. ALTERNATE A

-ESTIMATE OF COST-

DATE________

SHEET 2 of 2

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
	Extra Anticipated Items						
	Adjust Exist Hwy Signs						—
	Flagging						—
	Sub-Total						21,772.07
	Engineering & Contingencies						4354.91
	TOTAL						26,125.98
	w/o CURBS					1164.72	24961.76

Main St (Silverton) DATE 3-5-74 SHEET 1 OF 2

Alternate A-1

3-5-74

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
1	Mobilization	Lump Sum					534.27
2	Temp. Protect & Direction of Traffic	Lump Sum					—
3	Removal of Struct & Obstruct	Lump Sum					525.00
4	General Excavation	C.Y.	309	31	340	5.00	1675.00
5	1"-0 Aggr. Base	C.Y.	297	30	327	7.00	2289.00
6	3/4"-0 Aggr. Base	C.Y.	49	5	54	7.00	378.00
7	Watering	M-Gal.	14	2	16	5.00	80.00
8	Class "C" Asphaltic Concrete	Ton	157	16	173	17.15	2966.95
9	Trench Excavation	C.Y.	17	2	19	12.00	228.00
10	12" Sewer	Lin. Ft.	20	2	22	7.00	154.00
11	18" Sewer	Lin. Ft.	—	—	—	—	—
12	CG-1 Inlets	Each	1	1	2	250.00	500.00
13	Wheelchair Ramps	Each	1	1	2	150.00	300.00
14	Type C Curbs	Lin Ft.	168	16	184	2.30	432.20
15	PCC Walks.	Sq. Yd.	52	5	57	9.00	513.00
16	Extra For A.C. Driveways	Each	2	-	2	100.00	200.00
17	Adjust Manholes	Each	1	—	1	175.00	175.00
18	Remove Existing Surfacing	Sq. Yd.	507	50	557	2.25	1253.25
	Sub-Total						12,269.67

SECTION Main St (Silverton) -ESTIMATE OF COST- DATE 3-5-74 SHEET 2 of 2
HIGHWAY
ALTERNATE NO. Alternate A-1

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
	Extra Anticipated Items						
	Adjust Exist Hwy Signs						—
	Flagging						—
	Sub-Total						12,269.67
	Engineering & Contingencies						2453.93
	Total						14,723.60
	W/O Curbs			(507.84)			14,215.76

Main St (Silverton) ESTIMATE OF COST DATE 3-5-74 SHEET 1 OF 2

ALTERNATE "C"

3-5-74

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
1	Mobilization	Lump Sum					2 080.62
2	Temp. Protect & Direction of Traffic	Lump Sum					500.00
3	Removal of Struct & Obstruct.	Lump Sum					1505.00
4	General Excavation	C.Y.	986	98	1084	5.00	5420.00
5	1"-0 Aggr. Base	C.Y.	825	83	908	7.00	6356.00
6	3/4"-0 Aggr. Base	C.Y.	137	13	150	7.00	1050.00
7	Watering	M-Gal.	85	8	93	5.00	465.00
8	Class "C" Asphaltic Concrete	Ton	494	50	544	17.15	9329.60
9	Trench Excavation	C.Y.	252	25	277	10.00	2770.00
10	12" Sewer	Lin. Ft.	92	9	101	6.75	681.75
11	18" Sewer	Lin. Ft.	464	46	510	7.75	3952.50
12	CG-1 Inlets	Each	6	1	7	250.00	1750.00
13	Wheelchair Ramps	Each	5	1	6	150.00	900.00
14	Type C Curbs	Lin Ft.	782	78	860	2.30	1978.00
15	PCC Walks.	Sq. Yd.	52	5	57	9.00	513.00
16	Extra For A.C. Driveways	Each	5	1	6	100.00	600.00
17	Adjust Manholes	Each	3	-	3	175.00	525.00
18	Remove Existing Surfacing	Sq. Yd.	1340	134	1474	2.25	3316.50
	Sub-Total						43,692.97

SECTION Main St (silverton) -ESTIMATE OF COST- DATE 3-5-74 SHEET 2 of 3

HIGHWAY " "

ALTERNATE NO. ALTERNATE C

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
Extra Anticipated Items							
	Adjust Exist Hwy Signs						250.00
	Flagging						250.00
	Sub-Total						44,192.97
	Engineering & Contingencies						8,838.59
	Total						53,031.56
	W/o Curbs			(2373.60)			50,657.96

Main St. (Silverton) DATE 3-5-74 SHEET 1 OF 2

ALTERNATE B

3-5-74

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
1	Mobilization	Lump Sum					1886.29
2	Temp. Protect & Direction of Traffic	Lump Sum					500.00
3	Removal of Struct & Obstruct	Lump Sum					1455.00
4	General Excavation	C.Y.	959	95	1054	5.00	5270.00
5	1"-0 Aggr. Base	C.Y.	810	80	890	7.00	6230.00
6	3/4"-0 Aggr. Base	C.Y.	135	13	148	7.00	1036.00
7	Watering	M-Gal.	52	5	57	5.00	285.00
8	Class "C" Asphaltic Concrete	Ton	430	43	473	17.15	8111.95
9	Trench Excavation	C.Y.	214	21	235	10.00	2350.00
10	12" Sewer	Lin. Ft.	92	9	101	6.75	681.75
11	18" Sewer	Lin. Ft.	360	36	396	7.75	3069.00
12	CG-1 Inlets	Each	4	1	5	250.00	1250.00
13	Wheelchair Ramps	Each	4	1	5	150.00	750.00
14	Type C Curbs	Lin. Ft.	705	70	775	2.30	1782.50
15	PCC Walks.	Sq. Yd.	52	5	57	9.00	513.00
16	Extra For A.C. Driveways	Each	5	1	6	100.00	600.00
17	Adjust Manholes	Each	3	–	3	175.00	525.00
18	Remove Existing Surfacing	Sq. Yd.	1340	134	1474	2.25	3316.50
	Sub-Total						39,411.99

SECTION Main St (silverton) -ESTIMATE OF COST- DATE 3-5-74 SHEET 2 of 2

HIGHWAY

ALTERNATE NO. ALTERNATE B

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
	Extra Anticipated Items						
	Adjust Exist Hwy Signs						250.00
	Flagging						250.00
	Sub-Total						49,111.99
	Engineering & Contingencies						8,022.40
	Total						48,134.38
	W/O Curbs (2139.00)						45,995.3

Main St. (Silverton) 3-1-74 L 2

Proposed Plan Str. & basic approaches

3-1-74

NO.	ITEM	UNIT	NET	ALLOW.			
1	MOBILIZATION	LUMP SUM					$7,476.54
2	TEMP. PROTECT & DIRECT TRAFFIC	LUMP SUM					10,000.00
3	REMOVAL OF STRUCT & OBSTRUCT	LUMP SUM					575.00
4	GENERAL EXC	CY	229	23	252	5.00	1260.00
5	1"-0 AGG BASE	CY	55	5	60	8.00	480.00
6	3/4-0 AGG BASE	CY	9	1	10	8.00	80.00
7	WATERING	M-GAL	3	1	4	5.00	20.00
8	CLASS C ASPHALTIC CONC	TON	65	7	72	17.15	1,234.80
9	TRENCH EXC	CY	47	5	52	11.00	572.00
10	12" SEWER	LIN. FT.	46	4	50	7.00	350.00
11	18" SEWER	LIN. FT.	30	2	32	8.00	256.00
12	CG-1 INLETS	EA	2	–	2	250.00	500.00
13	WHEELCHAIR RAMPS	EA	2	–	2	150.00	300.00
14	TYPE C CURB	LIN. FT.	78	8	86	2.50	215.00
15	PCC WALKS	SQ. YD.	52	5	57	9.00	513.00
16	EXTRA FOR A.C. DRIVEWAYS	EA	–	–	–	–	–
17	ADJUST MANHOLES	EA	–	–	–	–	–
18	REMOVE EXIST SURFACING	SQ. YD.	270	30	300	2.25	675.00
19	REINF CONC STRUCTURE	ONLY					132,500.00
	SUBTOTAL						~~149,530.80~~

[illegible]

SECTION MAIN St. SILVERTON [illegible] DATE 3-1-74 SHEET 2 OF 2
HIGHWAY
ALTERNATE No.

NO.	ITEM	UNIT	NET	ALLOW.	GROSS	UNIT COST	TOTAL COST
EXTRA ANTICIPATED ITEMS							
	ADJUST EXIST HWY SIGNS						250.00
	FLAGGING						250.00
	SUBTOTAL						157,507.34
ENGINEERING & CONTINGENCIES		20%					31,501.47
	TOTAL						189,008.81

MAIN ST. (SILVERTON)
CITY STREET
MARION COUNTY
FEBRUARY 27, 1974

NARRATIVE REPORT

The proposed project calls for removal of a 60 yr. old steel bridge, replacement with a prestressed concrete structure, reconstruction of approxiametly 600 ft. of Main Street, and installation of a new strom sewer system. Curbs and driveways would also be included. However, sidewalks would remain undisturbed except at driveways, wheelchair or bicycle ramps, and the run-off area on each end of the structure where lower structure elevations requires removal to develope a connection to the existing streets and sidewalks

The present street width is 30' curb to curb with a deteriorated asphalt surface and concrete curbs. The new width will be 40' curb to curb with complete reconstruction of subgrade, subsurfacing and asphalt pavement, including new curbs.

Base design is taken from the Preliminary Location data, and was updated by Mr. Gregg by telephone.

The location was intended to terminate at McClaine street, but the city has indicated their desire to continue it southerly and terminate at the Coolidge street intersection to eliminate the mid-block jog in the curb line.

The drainage area feeding Main street is quite large and covers in excess of one quarter square mile of predominantly residental area. There is at present no under ground drainage system for this area until the water reaches Main and Fisk street. It simply runs along the gutters and crosses the intersections on the surface, creating traffic and pedestrian problems, especially during freezing weather. The City has agreed we should include a new storm system starting at Coolidge Street. The existing 18" storm drain from Fiske St. to Silver Creek has never, to the cities knowledge, had its capacity exceeded. The location and condition of the line, however, is not certain. Because of this and uncertainty of grades, a new line is shown to be installed. The grade on the sanitary line also creates conflict with trying to depend on using the existing line. If, during construction, it is determined the existing line can be used, some savings could result. In the event the street improvement is delayed because of findings, the future drainage should still be considered in the bridge abutement and reconstruction area just off the bridge end.

The hydraulics section has ok'd the pipe sizes and grades as shown.

The City plans to salvage as much of the existing pipe and grates as possible at the time of construction, and this should be stipulated in the provisions.

RECEIVED
COUNTY & CITY SECTION
MAR 5 - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

MAIN ST. (SILVERTON)

NARRATIVE REPORT

Utilities located within the project include Portland General Electric, Continental Telephone Co. of the Northwest, Northwest Natural Gas, and the Silverton City water and sanitary system. All the utilities will be required to relocate at least a portion of their facilities. PGE has already moved their main lines totally away from the area, however, some joint use poles remain and a major conflict still exists at the noth westerly radius of Main and Water Streets.

Northwest Natural Gas has recently placed a new 4" main line along the right side of Main Street to a point just short of the existing structure. It is their intent to use the existing 2" main across the existing bridge until the new structure is partially completed, then make the move and abandom the old line. This would be done in conjunction with the telephone and water line move which will be discussed below. Due to an oversight, the new 4" line lies within the proposed construction area from Fiske St. to the structure, adistance of approxiametly 200', and will require moving prior to construction. Because of its flexibility, there should be no problem in relocation of the gas main.

Telephone and water main re-location become a major problem during removal of the existing and construction of the new structures.

Coninental Telephones main lines serving the city and everything north of Silver Creek cross on the present structure. There are 6 or 7 galvanized conduits supported by the floor beams. 5 are in use and house 3600 pair of wires. There is virtually no available slack in these lines. Since they are presently on a crest vertical, is is possible to temporarily drop the lines to some lower elevation below the structure without having to splice in extra length. This would require some grade revision both directions from the structure.

The existing 10" cast-iron water main is also presently supported in the floor beams of the structure. It is on the right side under the sidewalk. (telephone conduits are on the opposite side) It is an old line with concreted joints, is extremely rigid and set in concrete on both ends. It will be extremely vunerable to damage and leakage. It serves the entire area south of Silver Creek, including Silvertons major hospital. Accidental rupture of this line could be disasterous, especially in the event of fire. The 30,000 gallon reservior that this line supplys has a maximum summer time normal usage reserve of only about 2 hours, even when pumping into it on a 24 hour basis. There is a 8" line via James St., which also feeds the reservior, but its contribution would be of no consequence if the 10" failed.

I beleive the City plans to replace this line with a new 12" line. Because of the shallowness of the present line it must be lowered through the entire length of the job

MAIN ST. (SILVERTON)

6 NARRATIVE REPORT

The problem of keeping the telephone and water main in continous operation will increase the cost of removal and construction of the structures an untold amount. The fact that they rest on the floor beams requires piece by piece dismantling of the steel bridge. If it were not for the attached utilities, the bridge could lifted, intact, back onto Main St. and dismantled on the ground and the contractor would have complete freedom in working on the new structure.

A temporary catenary suspension off to ome side was considered by Mr. Hart's office, but was determined to be impractial. Instead it is proposed that after dismantleing the bridge to a certain stage, the water main, gas main, and telephone conduits be temporarily dropped onto staging supported from the creek bottom. When enough of the steel bridge is removed to allow placement of the new beams, they would then be shifted and raised into their final location. I am not aware of how they plan to make the moves without quite a long disruption of service. In any event, the contractor will be seriously encumbered by having to work around the utilities and this should be clearly spelled out in the plans and special provisions.

Street lights on Main St. are presently on arms from PGE poles. It appears some of thede poles will not be replaced, and Mr. Trapp (Public Works Engr.) has suggested the feasability of incorporating illumination into this contract. We have not pursued the issue.

An existing mini-park adjacent to the Wiesner Bldg, will be partially filled during construction. The gas light and water fountain will probably be eliminated and the city may wish to salvage them. Access to the remainder with over-look of the creek, I beleive, is still planned. An extension of the bridge railing to tie into the Weisner Bldg. will protect pedestrians from the drop to the creek below.

According to Mr. Hart, a new mini-park on the right side on the southerly side of the creek is tentatively planned to occupy the sidewalk elevation area formed by the new wing wall tying into the foundation of the Skirvin Bldg.

Included in the bridge plans will be a reinforced concrete walk spanning the existing stairwell and basement entrance to the Larson Bldg. Mr Trapp states that the right of access to this entrance has been terminated and access to the printing office will be from the southeasterly end of the building. Plans should provide that this area be permanently filled in or be positvely sealed off both from the basement and the creek to keep out animals and rodents and remove any temptations for children.

MAIN ST. (SILVERTON)

NARRATIVE REPORT

During construction, traffic will be re-routed across Silver Creek via "C" street. Local traffif coming into the area from the southerly end of the project will be routed over McClaine St. to "C" street and then into town. It is planned to only overlay the short section between Coolidge and McClaine street (except curb widening on the right) , and there will be conflict with traffic only on the one or two days of paving.

The city plans to develope a one-way couplet system on at least Water and First streets, and proposed signing should reflect this at the Main St. intersection. This and the need for detour signing in terms of reconstruction of the bridge has already been considered by the Bridge Dept., and Mr. Trapp states that the bridge people are working up a plan. This will need to be expanded sligthly to cover the street widening portion. The Bridge Dept. has given us a very rough figure of $ 10,000 for the temporary protection and direction of traffic.

Adjustment of existing directional signs at the McClaine St. intersection will be required. The city or county could move these at any time before or during construction.

The Hancock sign at the corner of Fiske St. will be in conflict with the new curb line and will have to be moved.

The McClaine St. intersection will be excavated and rebased and paved, but this can be timed to present a minimum amount of conflict. Traffic on Fiske St. can exit by way of Coolidge St. The City agrees to complete closure of Main St. from McClaine to the bridge, with normal local access to be provided the businees and residents along the street.

The City is concerned with closure of Main St. over any extended period of time, especially with the possibilities of delays in deliveries of materials to complete the structure. I would recommend the project have two separate completion limits for bridge versus grading and paving.

There are parking meters on the left side of Main St., and it is presumed the City will remove and reinstall them as the contract progresses.

The City is concerned that they may not be able to finance the complete package and at last word, were going to contact Mr. Zehner to investigate some of the possibilities.

Region office has requested the project be broken into various units and these are indicate on the plans along with the various estimates.

The least expensive plan, as far as street improvements are concerned is the basic bridge plan. This allows only what is required to blend the grade and alignment of the new bridge into the existing street and curb. Roadwork on this plan totals approximately $ 9,500.

7.

MAIN ST. (SILVERTON)

NARRATIVE REPORT

The most expensive is plan "C". This provides for the improvements required to bring Main Street to the final alignment and strength requirements for future traffic needs and in the long run would be the most economical to construct. It hinges on the cities ability to obtain the additional financing. Approximate cost of the improvement beyond the basic bridge plan is $53,032

The remaining alternate plans are essentially stop-gap measures, since they leave problems with alignment and surfacing strength that would sooner or later have to be resolved.

The more desireable of these is plan "A". It comes close to falling within the cities range of financing and yet provides new construction to a definite cut-off point, including new drainage and allows for a simple tie in for expansion at a later date. The roadwork portion of this plan is approximately $26,125

Plan "A-1" provides new construction to a point just short of Fiske Street intersection, except that new curb on the left would extend southerly only to the point where it intercepts the present curb line. From that point south, the existing curb would be utilized. If the project were extended at a later date, it would require going back into the previously constructed area approximately 120-150 feet with a sliver excavation to remove the old curb and sidewalk and construct a new one at the aproper distance from center line. There would be no revision of existing drainage under this plan. Cost of the roadwork portion of this plan is approximately $14,724

A summary of the 'roadwork only' and total costs including structure, for the various plans is as follows: (costs are rounded figures)

75%-$141,750
25%-$47,250

	Roadwork Only with curbs	Including Structure & Related Items	Roadwork Only without Curbs
"Proposed Plan" (basic bridge)		$ 189,000	
Plan "A-1"	$14,724		$14,216
Plan "A"	26,125		24,962
Plan "B"	48,134		45,995
Plan "C"	53,032		50,658

Included as part of the narrative is a copy of notes taken by the city at a noon meeting held 2/17/74 in Silverton with State, City and Utility personnel.

K.D. Wolfe
K.D. Wolfe
RESIDENT ENGINEER

for
SCA
Silverton

Main Street Bridge Improvement Meeting
13 February 1974   12 noon

Mr. Hart from the State Department stated that the structure is ready to go with a late April bid letting.

The Bridge field man said that a portion of his report was ready to turn in but needs more information such as conflicts with signs, the marquee on the Weisner building and the Larsen building. The location has been extended to Coolidge Street to avoid a jog. There will be new drainage underground from Coolidge and all this information will be in to the region by the end of this week.

Mr. Hart said that with luck it should be April barring restrictions on material.

The Telephone Company stated they wanted to have 8 ducts in all laid in the bridge for their service.

Discussion was held on possibilities of suspension of utilities during construction time. The 10" water line that crosses the bridge supplies the whole west side of town, and the city engineer stated that with good support there would be no worry about leakage.

Mr. Hart said that the problem of trying to work around the utilities would create a problem and if it were possible to relocate the lines on a temporary A-frame structure lowered down, it would be less costly. The telephone company suggested building an A structure on a joint venture below the working level of the bridge.

The State Department said to tell the bidders what is involved in the project - what is involved in the project - what work is to be done by the utility companies and the contractors. The supporting of the utilities can be done by the contractor, however, the bid should state what kind of supporting is preferred and this additional cost would be on the 25% of the project.

The time involved for construction would be 4-5 months closure. If the construction begins the middle of May, the bridge should be completed by the end of September and another month to clean up. The work on the bridge and the grading can be done at the same time. The State suggested that the minute that the plans begin to gel, the utility companies should get the utilities out so that when the contractor moves in, he can begin work and to have the bids to know where you're at before you begin.

The original cost was $80,000 but since has risen to $123,000 without contingencies. This price includes the removal with the utilities in place.

When the contract is let, go in and re-locate the lines and it could even be done before the contract is let.

Portland General Electric has already re-located their lines but there will be some relocation of poles to do yet, and this should be completed before May 1.

It was thought that the state installed the traffic lights and would move them.

RECEIVED
COUNTY & CITY SECTION
FEB 20 1974
☐ ENGR. ☐ COOR. ☑ LE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

The State decided that because of road design and the coordination of the utilities, that we probably should look for a late May bid letting and this would put us to October 1 for estimated completion time. The conditions for bridge construction are not the best because of the restrictions around the buildings. Concern was expressed of the condition of the reservoir in case of an accidental break in the water line and the city engineer stated that the longest the reservoir could last is a couple of hours during the summer months.

The State said that the normal construction time would be about 6 months, depending on availability of materials. Light aluminum is in short supply at this time, and this is used for railings but perhaps something could be substituted but it could be open to traffic. The funding is a 75-25 split and there will be no problem of federal funding. The grading was estimated at $28,000 but with the price changes since the original estimate it could go as much as $41,000. The street right of way will be 20' from the center line and they will cut down 24" from the grassline. He doesn't see any problems with the grading, but plans are not finalized at this time.

The State anticipated about 6 bidders on the bridge project.

Advertising period is 3 weeks, and the anticipated date of closure of Main Street is about June 1. The State suggested separate completion dates on the roadway and bridge. They will call the pre-stress suppliers to find out if the needed supplies are available.

A meeting follwed in the council chambers for utilities to work out temporary supporting plans.

2-20-74 cc's
Bridge
Region 2 (2)
Location
Design
Co-Cty

SBR P
FAS 147

CITY OF
SILVERTON
306 SOUTH WATER STREET / SILVERTON, OREGON 97381 / TELEPHONE 873-5323

MEMORANDUM

DATE : 11 February 1974
TO : Jack Waldron - PGE; Don Holiday - Continental Telephone; Carl Nielson-
~~FROM~~ : Northwest Natural Gas; Walt Hart - State Highway, Bridge Section;
Cy Cox - City and County Section

There will be a luncheon meeting to discuss the Main Street Bridge Replacement on Wednesday, 13 February 1974 at Chan's Cafe, 212 E. Main Street, Silverton, 12 noon.

RECEIVED
COUNTY & CITY SECTION
FEB 11 1974
☑ ENGR. ☑ COOR. ☑ CE ☒ RE ☑ C
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

✓

12:45

2ca

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1974

SUBJECT Main St. (Silverton)
City Street
Marion County

To Mack [illegible] FILE

Met this date with Mr. Robert Borland, City Engineer and Mr. David Trapp, City Manager, for the City of Silverton in regards to the location work for reconstruction of Main St. from McClaine St. to Water St. in that city.

1. Both men indicated that use of existing storm sewer lines should be made whereever possible as existing system is adequate and lines are in good condition as far as they know. Exact location of existing lines seems to be in question and it was pointed out that if the contract was set up using existing lines and these lines proved inadequate there would be additional cost plus some delay in correcting the deficiency. Mr. Trapp indicated that the city would correct these deficiencies with the use of city crews and materials. Mr. Trapp indicated we could use a section of the citys fire hose and hydrant to flush existing storm sewer lines in attempt to establish location and outfall. Due to highwater in Silver Creek, at least one outfall is under water so this work will have to be postponed pending lower water.

2. Mr. Trapp indicated we should extend the proposed project back on the right side of centerline approximately 100' to include the intersection of Main St. and Coolidge St. and install drainage facilities at this intersection as well as the intersection of Main St. and McClaine St., although no appreciable rain has fallen today a considerable stream of water is flowing down Coolidge St., and the right hand gutter of Main St. from Coolidge St. to the inlet right of station 2+75. Mr. Trapp indicates this is a common occurance and is a hazard during freezing weather.

3. Disposition of the 10" water line, which is presently attached to the existing structure, during removal of the structure and construction of the new structure was discussed. No firm plan for protection of this line has yet been devised, however several ideas are being investigated. The line appears to be quite old and any appreciable movement could cause major leakage if not total loss of the line. This is the major source of water for the west side of Silver Creek and its loss would cause a severe shortage of water for a considerable portion of the district. This could be extremely critical in the event of a fire. A complete temporary realignment around the structure site was urged. City crews are establishing elevations of underground portion for our information.

cc H. S. Coe
Warren Mueller
J. E. Chidsey

RECEIVED
COUNTY & CITY SECTION
FEB 1 - 1974
☑ ENGR. ☑ COOR. ☑ GE ☐ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

MEMO TO FILE
Main St. (Silverton)
City Street
Marion County

4. Mr. Trapp indicated that all construction east of the structure would be accomplished by the city however that State is to do the location and design work for the couplet to Water St.

5. Mr. Trapp agreed that grade should be adjusted so as not to interfere any more than necessary with the sidewalk in front of the telephone company. Adjustment of this walk could prove to be a major item if undertaken. A short portion where it meets the existing struscture will have to be rebuilt.

6. Mr. Trapp indicated he was attempting to get Pacific Power and Light to place their lines underground through the project during or prior to construction activities.

Gordon P. McLaughlin
HIGHWAY ENGINEER I

cc: Region

12-73

1974 SPECIAL CITY ALLOTMENT PROJECTS

City	Resident Engineer	Remarks
Cannon Beach	Gary Inloes	
Lincoln City	Chuck Elroy or if he lacks people then H. H. Patterson	Hold for combined FAS-C project
Waldport	H. H. Patterson	
Brownsville	Keats Oliver	Submit Survey Authorization for incidental costs only as Kraus & Dalke to Engineer location & construction
Idanha	Ken Wolfe	Submit Survey Authorization for incidental costs only as Linn & Marion County's to Engineer
Silverton	Ken Wolfe	Do this survey first to consolidate with Silver Creek Bridge replacement
Aurora	Ernie Scrivner	
Canby	Warren Mueller	

Marion — SCA
FAS

CITY OF
SILVERTON
CITY HALL
306 SOUTH WATER STREET / SILVERTON, OREGON 97381 / TELEPHONE 873-5323

19 November 1973

Re: West Main Street Improvement Project

Gary Zehner
City's Engineer
Oregon State Highway Division
405 State Highway Building
Salem, Oregon 97310

Dear Gary:

The City of Silverton has $3,000 available for the improvement of West Main Street from Water Street to McClaine Street.

If it is at all possible I would also like to coordinate the replacement of Main Street Bridge with the improvement of West Main Street.

Thanks again for your help.

Sincerely,

David L. Trapp
Director of Public Works

DLT:pl

RECEIVED
COUNTY & CITY SECTION
NOV 20 1973
☑ ENGR. ☑ C.JR. ☑ .E ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

cc: R.W. [illegible]
[illegible]

80-20

2

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
November 8, 1973

To: Mr. R. L. Schroeder
Asst. State Highway Engineer

B U I L D I N G

SUBJECT: Special Bridge Replacement Project
Silver Creek (Main Street) Bridge
FAS 147
City of Silverton & Marion County

Attached is a location-design approval form for the subject SBR project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

Please note that the date of this design approval is back-dated to conform to the date of the FHWA Negative Declaration approval.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Robert H. Prange
Rural Engineer

RHP:ljt

Att.

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. E. Royer
J. H. Versteeg
Victor Wolfe
L. H. Young
W. J. Hart
C. O. Fredrickson
R. N. Chase
B. L. Gifford

Copy of att. to Cox 11-8-73

RECEIVED
NOV 8 1973

LOCATION - DESIGN APPROVAL

COUNTY: Marion, City of Silverton

SECTION: Silver Creek (Main Street) Bridge

FAS NO.: 147

ROAD NAME: E. Main Street

PROJECT DESCRIPTION: Construct a reinforced concrete bridge at existing location, 80 feet long, 36-foot clear roadway, 5-foot sidewalk each side. Also construct connections and remove existing bridge.

ESTIMATED COST: 118,000

HIGHWAY COMMISSION APPROVAL: January 23, 1973

HEARING: None required

STATE CLEARINGHOUSE REVIEW: None required

SECTION 204 REVIEW: None required

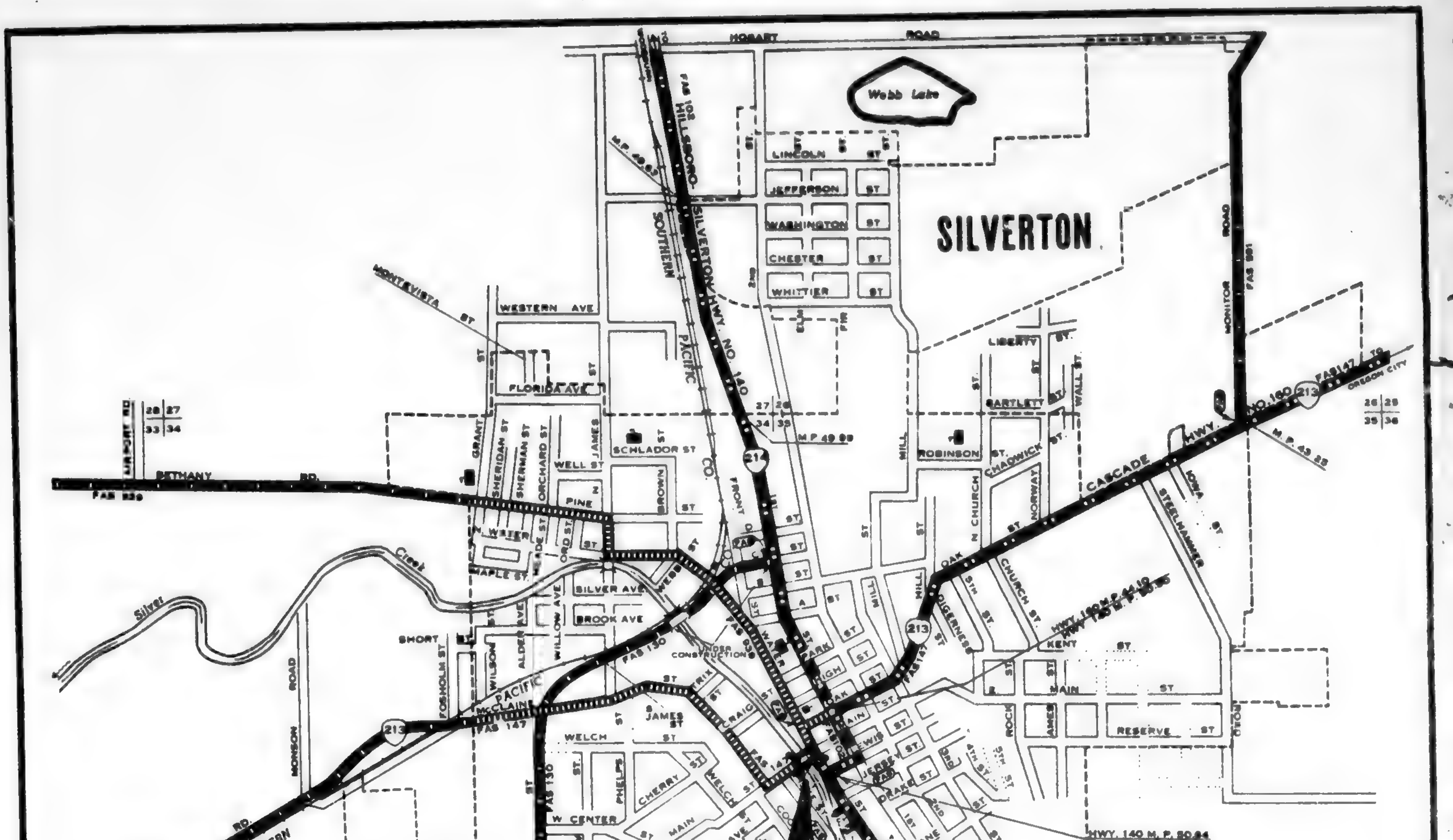
HEARING CERTIFICATION: None required

ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA on September 21, 1973

REMARKS:

APPROVED: September 21 1973

Assistant State Highway Engineer


SILVERTON
Webb Lake
HOBART ROAD
SILVERTON-HILLSBORO HWY. NO. 140
SOUTHERN PACIFIC CO.
CASCADE HWY. NO. 160
SILVER CREEK FALLS HWY. NO. 163
SILVERTON ROAD
STAYTON HWY.
BETHANY RD.
MONITOR ROAD
MONSON ROAD
DRIFT CREEK RD
Silver Creek
LOG POND
T6S T7S R1W W.M.
TO SALEM
TO OREGON CITY
TO SILVER FALLS STATE PARK
HWY. 140 M. P. 20.84
HWY. 163 M. P. 40.84
N

BRIDGE REPLACEMENT PROJECT
SILVER CR. (MAIN ST., SILVERTON) BRIDGE
FAS 147
City of Silverton

8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE 9-21-73
BY (Signature) L. H. YOUNG'S JUNE 22, 1973 LETTER	
TITLE OFFICE ENGINEER	

CLASS OF FEDERAL FUNDS

☐ FAI ☐ FAP ☐ FAU ☒ FAS ☒ OTHERS ER

TAGE 1*
EM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 1123 THRU ______

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
123	BRS-40(5)	0.015	118,000	68,500	LOCATION: SILVER CREEK (MAIN STREET) BRIDGE SECTION. MARION COUNTY WORK: ONE STRUCTURE

11-9-73
orginal to
L. H. Young

RECEIVED
NOV 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
NOV 9'73
REFER TO
FOR

10-24-73

MARKS (Division)

ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION OVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. F YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN ANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS FICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

F. S. HUNTER

RECOMMENDED		APPROVED	
DATE -21-73	SIGNATURE AND TITLE /s/ [illegible] G. L. CREER, DIVISION ENGINEER	DATE 10-24-73	SIGNATURE AND TITLE /s/ D. W. [illegible]

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

A PR-48
. 8-71)

GPO 915-890

8020

813 5323 Mr May last wednesday
Mr. Richards

[illegible]

10-1-73
9:30 am.

Called Dave Trapp told him of visitatation from Mr. May & Mr. Richards last week and previously by Mr. Crockett. suggested that a meeting between these 3 citizens, himself & City Manager and Don Harwell & Myself might be helpful. He said the City has met with these people 3 times previous and nothing could be gained from another meeting. The City Council has directed Dave not to spend any funds on Center St.

Dave will ask the council what they would like him to do regarding the citizens on Center St. meeting and advise.

fas 147
Marion Co/Silverton

LOCATION - DESIGN APPROVAL

9-21-73

COUNTY: Marion, City of Silverton

SECTION: Silver Creek (Main Street) Bridge

FAS NO.: 147

ROAD NAME: E. Main Street

PROJECT DESCRIPTION: Construct a reinforced concrete bridge at existing location, 80 feet long, 36-foot clear roadway, 5-foot sidewalk each side. Also construct connections and remove existing bridge.

ESTIMATED COST: 118,000

HIGHWAY COMMISSION APPROVAL: January 23, 1973

HEARING: None required

STATE CLEARINGHOUSE REVIEW: None required

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: None required

ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA on September 21, 1973

REMARKS:

RECEIVED
COUNTY & CITY SECTION
NOV 8 1973
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

APPROVED: September 21 1973

Assistant State Highway Engineer

✓

CITY OF
SILVERTON
CITY HALL
306 SOUTH WATER STREET / SILVERTON, OREGON 97381 / TELEPHONE 873-5323

FAS/SCA
Marion Co
◇ X-ref'd Silverton
One-way Complex

11 September 1973

RECEIVED
COUNTY & CITY SECTION
SEP 13 1973
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Re: Main Street Bridge Replacement &
Improvement of Main Street from Water Street
to McClaine Street

H. S. Cox - County & City
County and City Section
Highway Division
Salem, Oregon 97310

Dear Sir:

On 4 September 1973, I met with Bob Ellison and John Tindal in the Bridge Division, and we discussed the possibility of changing the bid letting on the bridge. It seems that the fish commission will not let a contractor work in the stream this winter and the merchants in Silverton were also concerned about the possibility of having the bridge closed through the Christmas season. We also discussed the fact that Main Street, from Water Street to McClaine Street, will be presented to the Transportation Commission for the special City Allotment.

At this point in time, it seems logical that we postpone the bids on this bridge until February or March of 1974 and try to coordinate the street improvement with the bridge construction.

This would result in only one closure of the street and would mean a saving in the temporary construction signs.

Mr. Ellison also checked to see if a delay in the bid letting of the bridge would result in a loss of federal funds and he was assured that it would not.

The City Council has reviewed the possibility of coordinating the two projects and they feel that if this is feasible with the State Highway and would not result in the loss of any funds, this would give the City a better project.

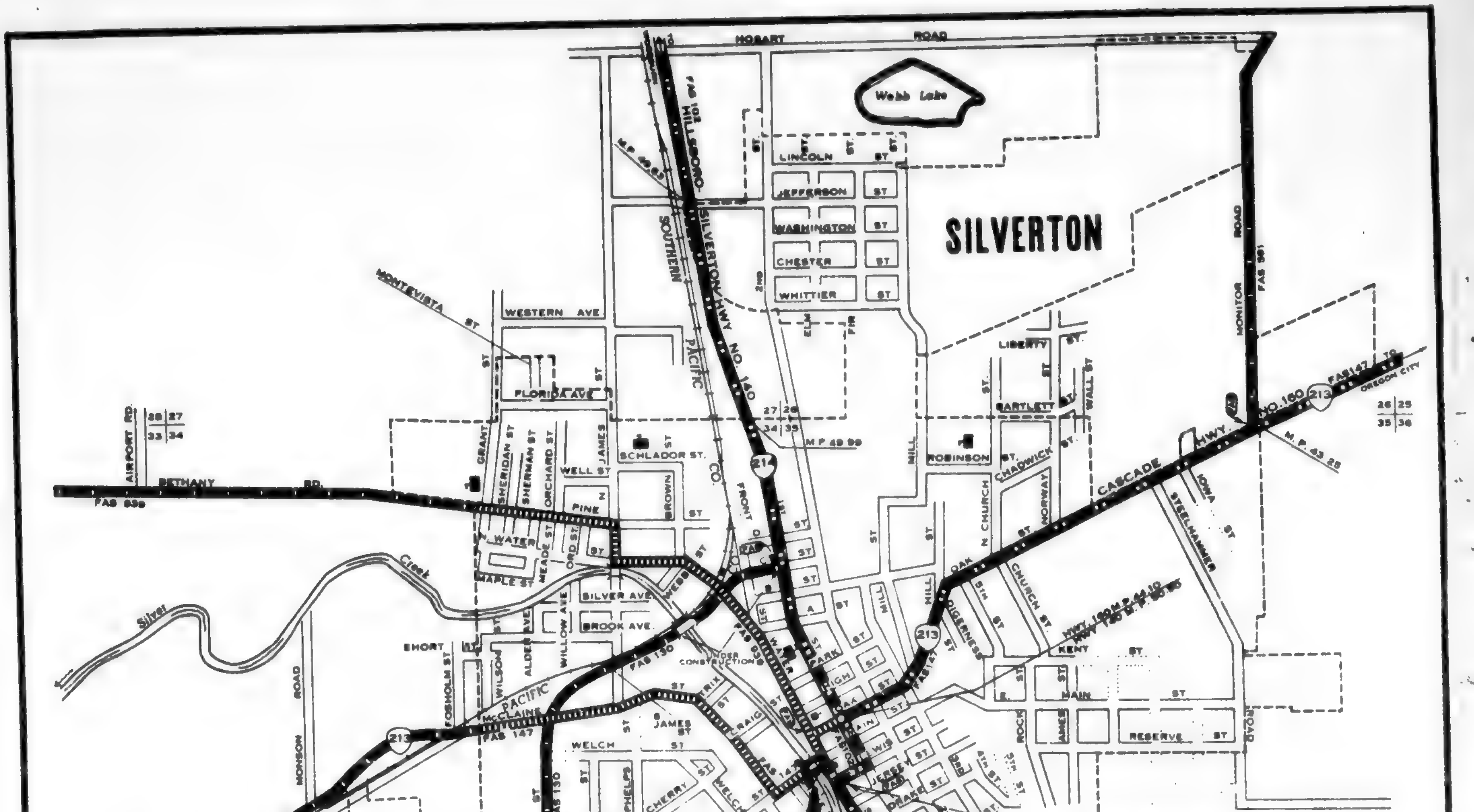
Sincerely,

David Trapp

David Trapp
City Manager

DT:pl

cc: Bob Ellison, Bridge Engineer
Gordon Henjum, Mayor of Silverton
Robert Borland, City Engineer
Ben [illegible]
C G [illegible]
[illegible]


SILVERTON
HOBART ROAD
Webb Lake
LINCOLN ST
JEFFERSON ST
WASHINGTON ST
CHESTER ST
WHITTIER ST
WESTERN AVE
FLORIDA AVE
BETHANY RD
FAS 830
SILVERTON HWY NO. 140
SOUTHERN PACIFIC CO
HILLSBORO
MONITOR ROAD
FAS 281
CASCADE HWY NO. 160
FAS 147
TO OREGON CITY
213
214
Silver Creek
SILVER AVE
BROOK AVE
McCLAINE
WELCH ST
JAMES ST
KENT ST
MAIN ST
RESERVE ST
W CENTER
SOUTH ST
WESTFIELD
STAYTON HWY
FAS 130
SILVERTON RD
SOUTHERN
TO SALEM FAS 147
LOG POND
HWY. 140 M.P. 50.84
HWY. 163 M.P. 40.84
T6S T7S R1W W.M.
DRIFT CREEK RD
SILVER CREEK FALLS HWY NO. 163
TO SILVER FALLS STATE PARK
N

BRIDGE REPLACEMENT PROJECT
SILVER CR. (MAIN ST., SILVERTON) BRIDGE
FAS 147
City of Silverton

8020.

Gen. Files

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 29, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

R. L. Schroeder

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Special Bridge Replacement Project
Silver Creek (Main Street) Bridge
FAS 147
City of Silverton
Marion County

This negative declaration covering the subject bridge replacement project is pursuant to Federal Highway Administration PPM 90-1, Paragraph 6, for projects in which the anticipated impact of the proposed construction is not significant.

LOCATION AND DESCRIPTION OF PROJECT The proposed bridge replacement project is located in the city of Silverton where West Main Street crosses Silver Creek.

The proposal consists of constructing over Silver Creek a reinforced concrete structure 80 feet long, with a 36-foot roadway and a 5-foot sidewalk on each side. The new structure will be on a slightly revised grade and alignment and will be constructed within the existing right-of-way limits of West Main Street.

PURPOSE OF PROJECT This proposal to replace Main Street Bridge, which is structurally deficient, and narrow, is intended to serve the safety and convenience of the road user, and improve the street system.

The existing structure is a 76-foot steel pony truss with a timber deck accommodating a 23.5-foot roadway and 5-foot sidewalks. It has deteriorated to such a condition that neither maintenance or rebuilding is economically feasible and total replacement is necessary.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

EXISTING ENVIRONMENTAL SETTING

Main Street is one of the major arterials serving the city of Silverton and carries an ADT of 7,400 vehicles at the bridge. The Main Street bridge over Silver Creek is one of three crossings connecting the southwest Silverton residential area and the farming community to the city's central business district.

Silver Creek flows from the western slope of the Cascade Mountains southeast of Silverton through Silver Creek Falls State Park, the city of Silverton, and joins the Pudding River approximately 3 miles northwest of the city. Through Silverton, the rocky soil banks of Silver Creek are covered with brush or grass. The channel is on an average gradient of less than 0.5% and varies in width up to 70 feet. At the bridge site, stone walls and foundation walls of adjacent buildings confine the channel to 70 feet.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Beneficial impacts of the proposal will be the safety provided to the road user, and the accrued benefit to the city in reduced maintenance costs.

Pursuant to working agreements with the State Executive Department and the local Council of Government, this project is exempt from the A-95 review process. Plans for the proposal will be sent to the State fish and game agencies for review and comment.

In accordance with standard practices and special provisions for this project, necessary pollution control methods will be employed during construction to ensure that Silver Creek and the surrounding environment will remain unimpaired. Methods of erosion control, such as retaining walls, will be used, and deleterious materials will be prevented from entering or remaining in the creek bed and adjacent areas. Measures will be taken to ensure that turbidity and siltation will not become problems. Work in the stream bed will be held to a minimum and the existing bridge will be removed.

No public parks, recreation facilities, or registered historic sites will be involved in the project; nor will any wildlife nesting or feeding grounds be adversely affected.

The new structure, with its wider roadway, will necessitate the encroachment on a small pedestrian rest area between the existing sidewalk and the Wiesner Building adjacent to the northeast quadrant of the project. Although this area will be reduced in size, its future use will not be restricted. This mini-sized pedestrian refuge was developed as a public service project by local gardening enthusiasts to restore a run-down portion of city street right-of-way to a useful purpose.

The attached correspondence from the responsible public official indicates that the rest area possesses no federal, state, or regional significance and that the project will not diminish or impair the local significance of the facility.

Since the project calls for the replacement of a structure at its existing site, requiring no additional right-of-way, a public hearing will not be required.

Inconvenience will affect the traveling public while the street is closed during construction; however, alternate routes are available and can be used until the new facility is completed. Adequate signing and flagging will be provided for direction and protection of traffic.

BASIS FOR NEGATIVE DECLARATION The proposed project is an important element in the city of Silverton's arterial street system and is necessary for public safety. The benefits will outweigh any temporary inconvenience to the road user, and detrimental impacts to the environment will not be appreciable.

It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly affect the quality of social or natural environment.

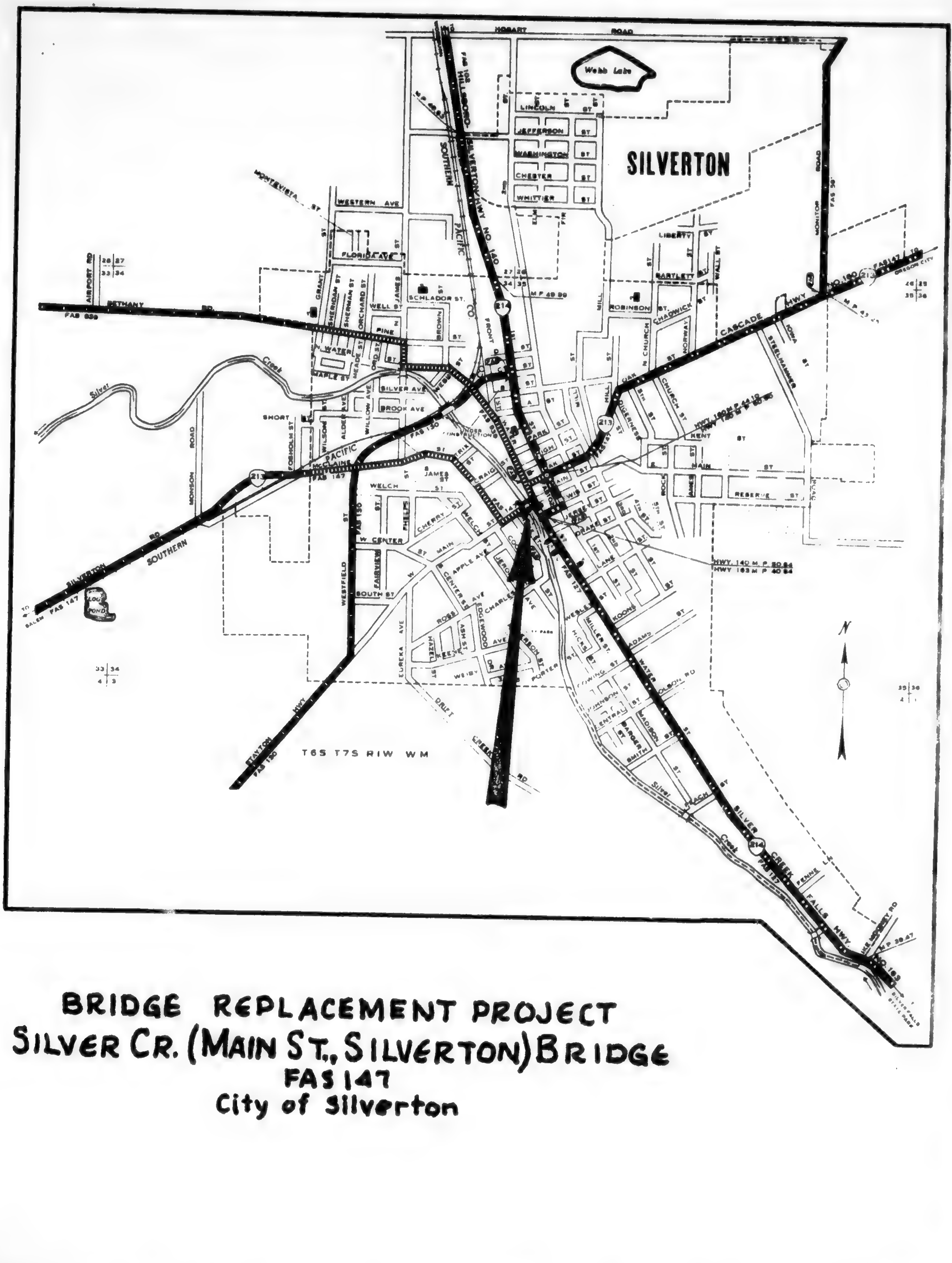
Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur ______________________ Date SEP 21 [illegible]
Division Engineer

LH:pr

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Bothman


SILVERTON
HOBART ROAD
Webb Lake
LINCOLN ST
JEFFERSON ST
WASHINGTON ST
CHESTER ST
WHITTIER ST
SOUTHERN PACIFIC
SILVERTON HWY NO. 140
FAS 102 HILLSBORO
MONTEVISTA ST
WESTERN AVE
FLORIDA AVE
AIRPORT RD
BETHANY RD
FAS 830
GRANT
SHERIDAN ST
SHERMAN ST
ORCHARD ST
JAMES
WELL ST
SCHLADOR ST.
PINE
BROWN
N. WATER
MEADE ST
MAPLE ST
SILVER AVE
BROOK AVE
WILLOW AVE
ALDER AVE
WILSON
SHORT
FOSHOLM ST
McCLAINE
FAS 130
FAS 147
Silver Creek
MONSON ROAD
FRONT
MILL ST
LIBERTY ST
BARTLETT ST
WALL ST
ROBINSON ST.
CHADWICK
N CHURCH
NORWAY
CASCADE HWY
NO. 160
FAS 147
OREGON CITY
MONITOR ROAD
FAS 50
M P 49.90
STEELHAMMER
IOWA
CHURCH ST
KENT ST
MAIN ST
RESERVE ST
HWY. 160 M P 44.10
HWY. 140 M P 50.84
HWY. 163 M P 40.84
WELCH
CHERRY
W CENTER
SOUTH ST
WESTFIELD
FAIRVIEW
EUREKA AVE
KOONS
WATER ST
ADAMS
SILVER CREEK FALLS HWY
STAYTON HWY
FAS 130
SILVERTON RD
SOUTHERN
SALEM FAS 147
LOG POND
T6S T7S R1W WM
DRIFT CREEK RD
N
213
214
33 34
4 3
35 36
2 1
28 27
33 34
26 25
35 36

BRIDGE REPLACEMENT PROJECT
SILVER CR. (MAIN ST., SILVERTON) BRIDGE
FAS 147
City of Silverton

CITY OF
SILVERTON
CITY HALL 306 SOUTH WATER STREET / SILVERTON, OREGON 97381 / TELEPHONE 873-5323

16 August 1973

H. S. Cox
County and City Engineer
State Highway Building
Salem, Oregon 97310

Dear Sir:

The Highway Division's plan for replacing the Silver Creek (Main St.) Bridge as a Special Bridge Replacement Project meets the approval of the City of Silverton.

The encroachment of the easterly approach into the small pedestrian rest area, known locally as a "Mini Park" will not materially alter or restrict its future use. This area was established within the existing street right of way as a community beautification project and has no federal, state or regional significance. The local significance of the rest area will not be diminished or impaired by the implementation of the proposed project.

Sincerely yours,

David Trapp

David L. Trapp
Director of Public Works

DLT:pl

RECEIVED
COUNTY & CITY SECTION
AUG 16 1973
☑ ENGR. ☑ COOR. ☐ SE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☒ RPE ☐

8020

1859

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
McKEE A. SMITH
Vice Chairman
JACK F. SHIELDS
Member
THOMAS E. KRUSE
State Fisheries Director

RECEIVED
AUG 28 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

August 27, 1973

cc's sent 8-28-73:
E. S. Hunter
W. J. Hart (3)
L. H. Young
W. H. Tebeau
George Wills
C. G. Swenson
F. E. Terpin (3)
W. E. Schwartz (4)
C. O. Fredrickson (2)

Mr. J.H. Versteeg
Road Design Engineer
Department of Transportation
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

The following titled proposed projects have been reviewed by our staff.

1. Milton-Freewater-Washington State Line Oregon-Washington Highway, Umatilla County
2. Maxwell Canal Bridge Section, Hermiston Highway, Umatilla County

NOTED
E. S. HUNTER

We do not anticipate any upstream migrating fish in the area of these projects. Thus our main concern is that water quality standards be maintain.

3. Silver Creek (Silverton) Bridge Section, FAS 147, Marion County

Anadromous fish pass through this reach of stream thus fish passage and water quality standards must be maintained.

We appreciate the opportunity to comment on these projects.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 28 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
[illegible] ☐
Received [illegible] ☐
Dead File ☐
Return To
Bring Up
Other

80-20

9

August 21, 1973

City of Silverton
City Hall
Silverton, Oregon 97381

Attention: Jack Brown
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4787

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the construction of the Silver Creek (Main Street) Bridge in the City of Silverton on FAS 147.

We are sending Marion County a fully executed copy of this agreement and we are retaining the same for the Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkm
Att.

cc H. S. Cox (agree. att.)

8020

RECEIVED
AUG 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

STATE OF OREGON 1859

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

August 17, 1973

Versteeg
A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

RECEIVED
AUG 20 1973
ROAD DESIGN SECTION

Requires Reply ☐
Require... ☐
Read & Keep ☐
D...
R...
Bring up
Other

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Game Commission has completed its review of your preliminary plans for the following projects:

1. Milton-Freewater - Washington State Line
   Oregon - Washington Highway
   Umatilla County
2. Silver Creek (Silverton Bridge Section)
   FAS 147
   Marion County
3. Maxwell Canal Bridge Section
   Hermiston Highway
   Umatilla County

cc's sent 8-20-73:
E.S. Hunter
L.H. Young
W.J. Hart (3)
W.H. Tebeau
George Wills
C.G. Swenson
F.E. Terpin (3)
W.E. Schwartz (4)
C.O. Fredrickson (2)

NOTED
E. S. HUNTER

Silver C

14-1

The Milton-Freewater and Silver Creek projects have been previously reviewed under the Division of State Lands fill/removal law and our comments to these applications are attached.

The Maxwell Canal Bridge Section was reviewed by our field biologist and no adverse impacts to aquatic resources are expected if water quality standards as established by the DEQ are maintained.

If we may be of any further assistance, please call.

Sincerely,

Rollie F. Rousseau

Rollie F. Rousseau
Assistant Chief
Environmental Management Section

Date July 20, 1973 *ORS 541.605 et seq.*

County Marion

River Silver Creek

Name of Applicant Highway Division Job No. 83

State Permit No. 1230 Corps of Engineers PN. No. ____________

(x) new ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. ____________ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(✓) 2. The operation shall be conducted ~~behind a berm~~ sufficient to ~~isolate the operation from the free-flowing stream and~~ prevent any turbidity increase (✓) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

( ) 3. ( ) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ____________.

( ) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) ___ GRASS ___ SHRUBS ___ TREES SHALL BE PLANTED prior to ____________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(✓) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (✓) OPERATION OF EQUIPMENT shall be done in the active flowing stream from Oct. 15 - June 15 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of ____________ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [____________ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

(✓) 10. Freshly poured concrete shall not become in contact with the active flowing stream.

( ) 11. ____________

withdrew
8-8

So 8/6/73

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency Oregon Game

CITY OF
SILVERTON
CITY HALL 306 SOUTH WATER STREET / SILVERTON, OREGON 97381 / TELEPHONE 873-5323

16 August 1973

H. S. Cox
County and City Engineer
State Highway Building
Salem, Oregon 97310

Dear Sir:

The Highway Division's plan for replacing the Silver Creek (Main St.) Bridge as a Special Bridge Replacement Project meets the approval of the City of Silverton.

The encroachment of the easterly approach into the small pedestrian rest area, known locally as a "Mini Park" will not materially alter or restrict its future use. This area was established within the existing street right of way as a community beautification project and has no federal, state or regional significance. The local significance of the rest area will not be diminished or impaired by the implementation of the proposed project.

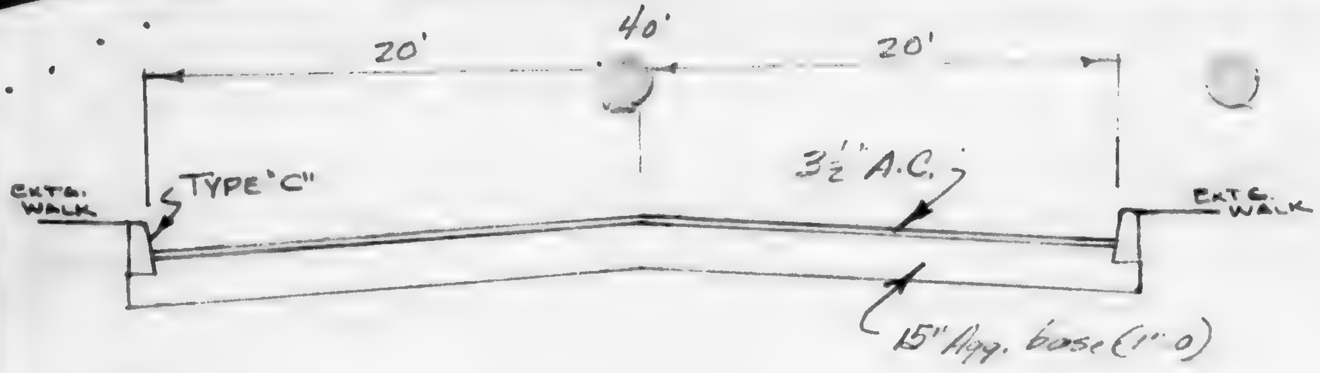
Sincerely yours,

David L. Trapp
Director of Public Works

DLT:pl

RECEIVED
COUNTY & CITY SECTION
AUG 16 1973
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ A.E ☐ UC
☐ UPE ☐ CE ☑ RE ☒ NPE ☐

SILVERTON
7-25-73
0.07 MILES
400 FEET


40'
20'
20'
EXT'G. WALK
TYPE "C"
3½" A.C.
EXT'G. WALK
15" Agg. base (1'0)

6"
3½"
15"

Gen. Exc. = $2.1 \times \frac{41 \times}{27} 400 \times 1.1 =$ 1405 C.Y.

Tr. Exc. = $280 \times \frac{3}{27} \times 2.5 \times 1.1 =$ 86 C.Y.

Agg. Base = $1.25 \times \frac{41 \times}{27} 400 \times 1.43 =$ 1090 C.Y.

Watering = $0.0275 \times 1090 \times 1.1 =$ [illegible]

A.C. = $93.6 \times 4.00 =$ [illegible]

Binder = $\#100 \times 40 \times .07 \times 1.1 = \#310$

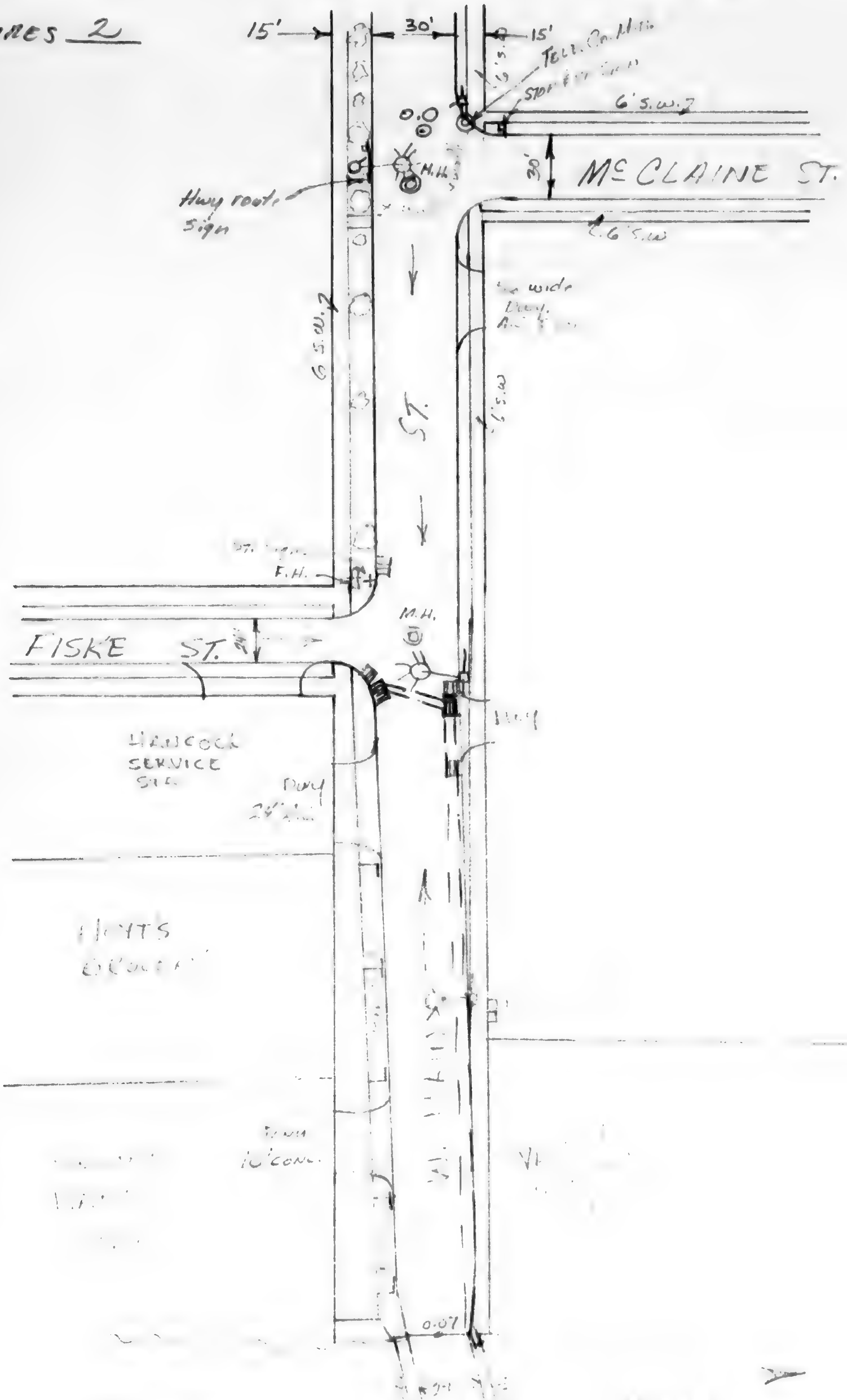
Inlets = 2

12" Sew. Pipe = 280
+ 30
310 — 310

Conc. Curbs = [illegible]

[illegible]

SILVERTON
7-24-73
PICTURES 2

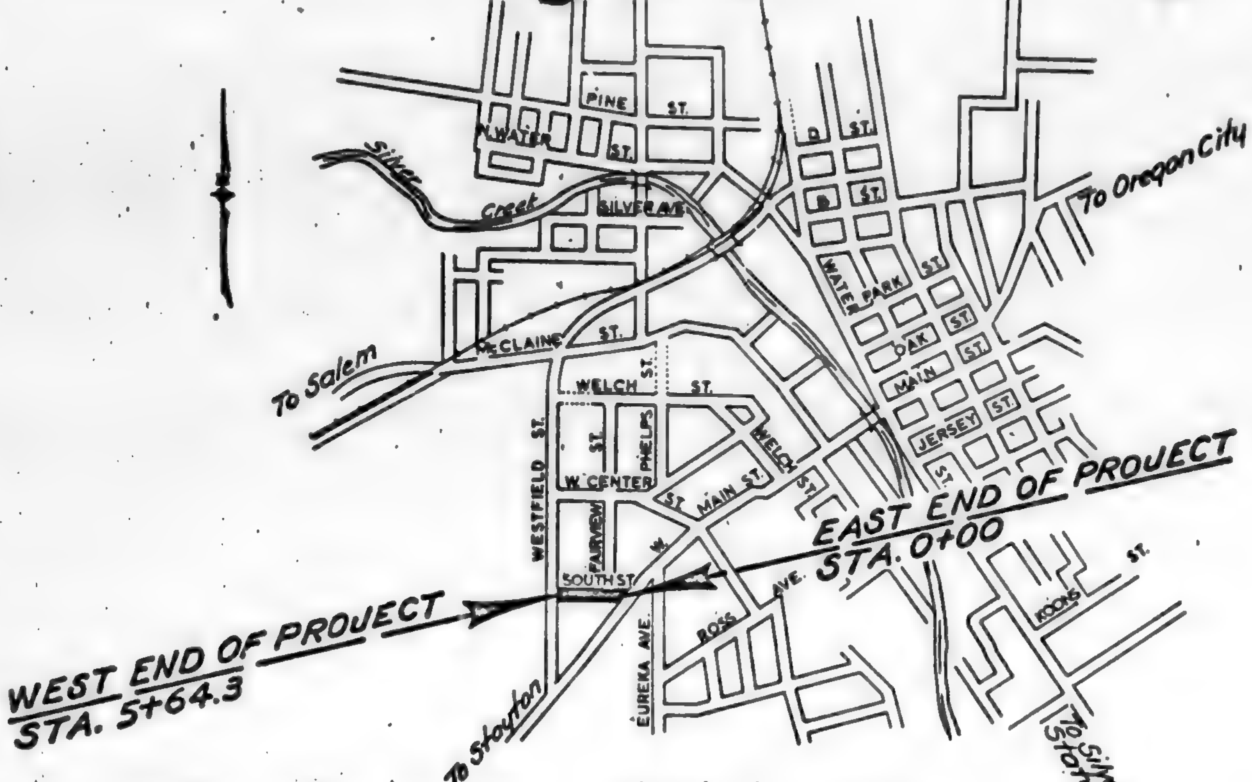

15'
30'
15'
TELE. Co. M.H.
STOP sign
6' S.W.
McCLAINE ST.
30'
6' S.W.
Hwy route sign
M.H.
wide Dwy.
6' S.W.
6' S.W.
ST.
F.H.
FISKE ST.
M.H.
Hwy
HANCOCK SERVICE STA.
Dwy 24' wide
HOYT'S
10' conc.
0.07

lverton (South Street) Section

I.	ITEM AND QUANTITY		UNIT	UNIT PRICE	AMOUNT
1	GENERAL EXCAVATION	1.000	LUMP SUM	5,000.0000	5,000.00
2	CLASS C ASPHALT CONCRETE 8 INCHES THICK	2,800.000	SQ YDS	4.4000	12,320.00
3	10-INCH CULVERT PIPE	36.000	LIN FT	3.8500	138.60
4	CONCRETE INLETS TYPE CG-1	1.000	ONLY	250.0000	250.00
5	CONCRETE WALKS	450.000	SQ YDS	6.5000	2,925.00
6	CONCRETE DRIVEWAYS	75.000	SQ YDS	8.5000	637.50
7	CONCRETE CURBS	1,100.000	LIN FT	2.5000	2,750.00
8	ADJUSTING MANHOLES	1.000	ONLY	50.0000	50.00
	NORTH SANTIAM SAND + GRAVEL INC STAYTON 97383		Total amount of contract		24,071.10

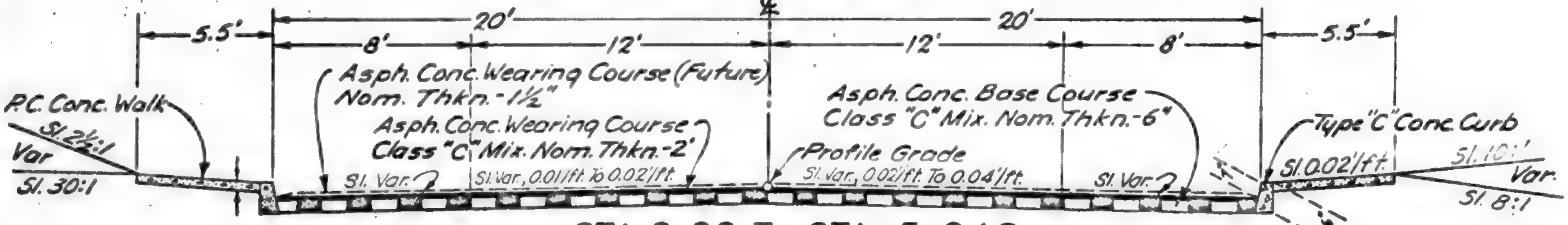
T. 6 S., R. 1 W., W.M.
SILVERTON

To be Accompanied by.
Drg. Nos.
2505, S1 } Temp. Prof. & Dir
S-5, S-11 }
2105 - Conc. Inlets
2077 - Curbs & Driveways

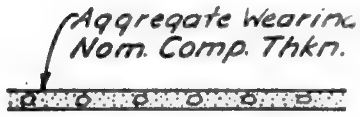

PINE ST.
W. WATER ST.
Silver Creek
SILVER AVE.
D ST.
B ST.
To Oregon City
WATER
PARK ST.
OAK ST.
MAIN ST.
JERSEY ST.
To Salem
McCLAINE ST.
WELCH ST.
WESTFIELD ST.
ST.
PHELPS ST.
W. CENTER
ST. MAIN ST.
WELCH ST.
FAIRVIEW
SOUTH ST.
W.
ROSS AVE.
EUREKA AVE.
KOONS ST.
EAST END OF PROJECT
STA. 0+00
WEST END OF PROJECT
STA. 5+64.3
To Stayton
To Silver Falls State Park

Sketch Map
Scale 0 800 1600 Feet

TYPICAL SECTIONS


5.5'
20'
8'
12'
℄
12'
20'
8'
5.5'
Asph. Conc. Wearing Course (Future) Nom. Thkn. - 1½"
Asph. Conc. Wearing Course Class "C" Mix. Nom. Thkn. - 2"
Asph. Conc. Base Course Class "C" Mix. Nom. Thkn. - 6"
Profile Grade
P.C. Conc. Walk
Sl. 2½:1
Var.
Sl. 30:1
Sl. Var.
Sl. Var., 0.01'/ft. To 0.02'/ft.
Sl. Var., 0.02'/ft. To 0.04'/ft.
Sl. Var.
Type "C" Conc. Curb
Sl. 0.02'/ft.
Sl. 10:1
Var.
Sl. 8:1
1½:1

STA. 0+00 To STA. 5+64.3


Aggregate Wearinc
Nom. Comp. Thkn.

PRIVATE DRIVEWAY SUF

SUMMARY

ITEM	UNIT	NET QUANT.	ALLOW.	TOTAL
General Excavation	All	All		All
Class "C" Asphalt Concrete, 8-inches Thick.	Sq. Yd.	2607	193	2800
10-inch Culvert Pipe	Lin. Ft.	33	3	36
Concrete Inlets, Type CG-1	One	1		1
Concrete Walks	Sq. Yd.	436	14	450
Concrete Driveways	" "	69	6	75
Concrete Curbs	Lin. Ft.	1054	46	1100
Adjusting Manholes	One	1		1

TOM EDWARDS
MAY 8 193

STATE HIGHWAY ENGINEER

DEPUTY STATE HIGHWAY ENGINE

OREGON STATE HIGHWAY DIVISION

GRADING & PAVING

SIL[illegible]TON (SOUTH STREET) SEC.

CITY STREET

MARION COUNTY

10V-181

SHEET No. 1

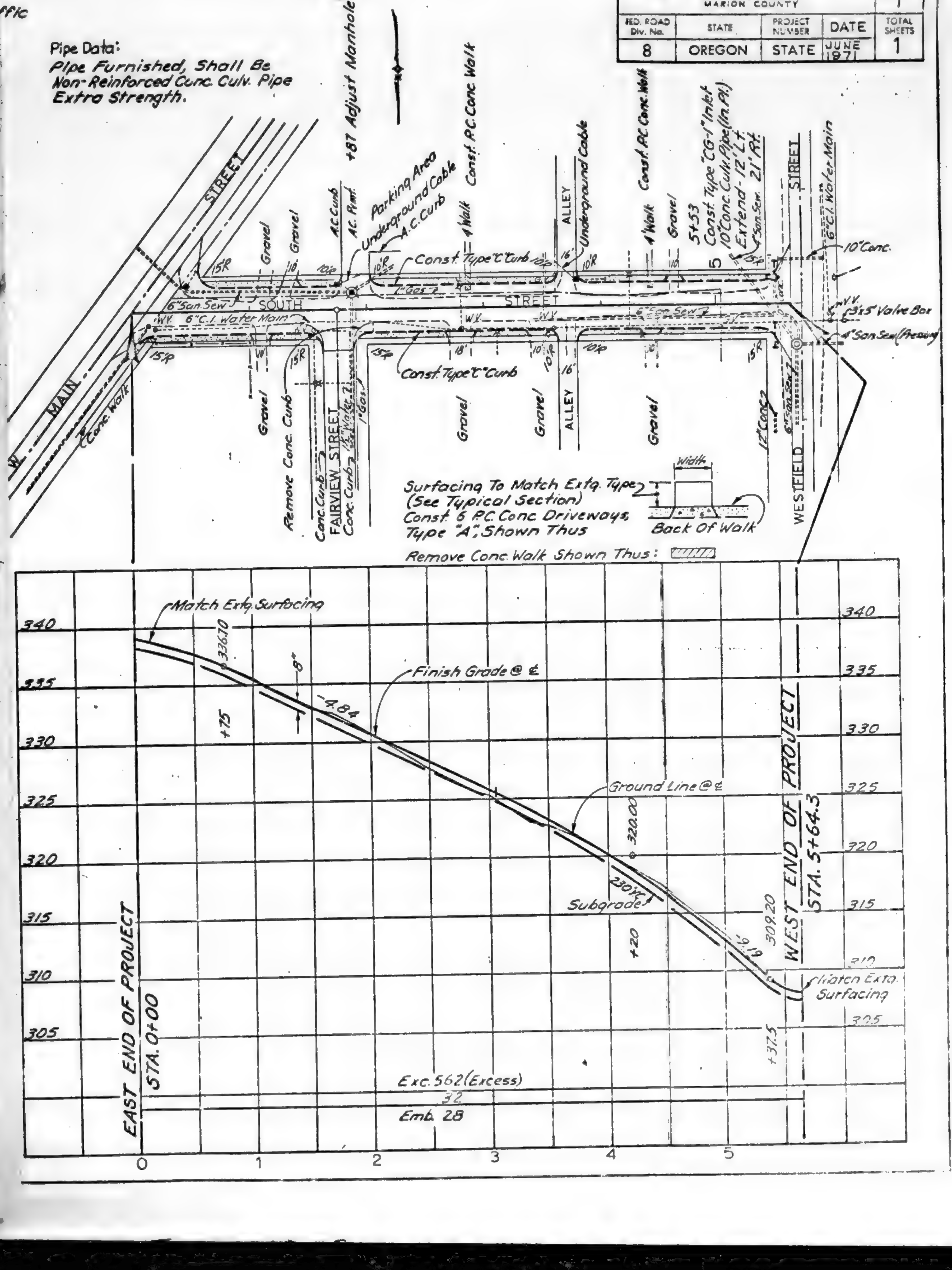
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
8	OREGON	STATE	JUNE 1971	1

Overall Length Of Project 0.11 Mile

ffic

Pipe Data:

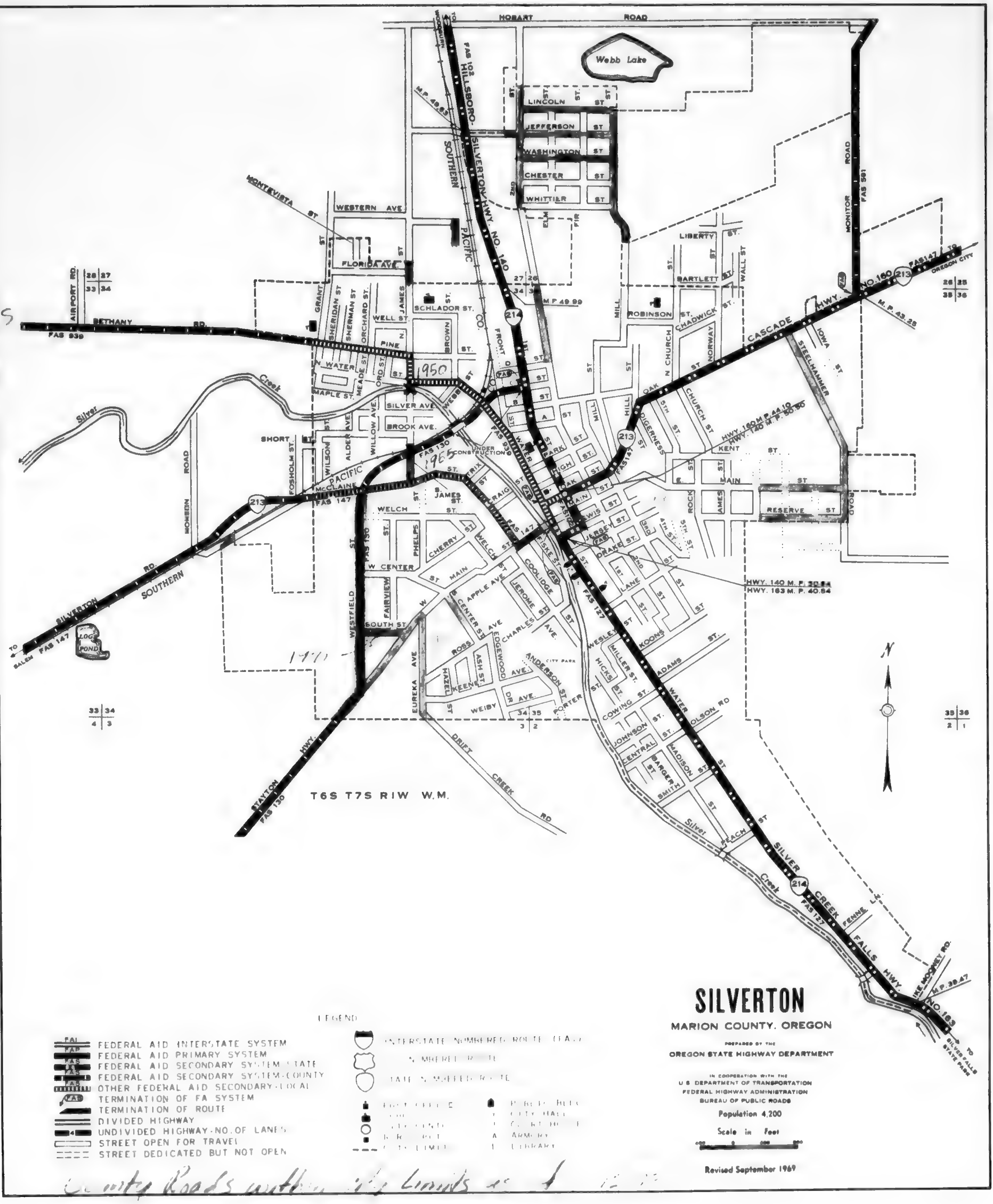
Pipe Furnished, Shall Be Non-Reinforced Conc. Culv. Pipe Extra Strength.



+87 Adjust Manhole
Const. P.C. Conc Walk
Const. P.C. Conc Walk
Parking Area
Underground Cable
A.C. Curb
A.C. Curb
A.C. Pvmt.
4' Walk
ALLEY
Underground Cable
4' Walk
Gravel
5+53
Const. Type "CG-1" Inlet
10" Conc. Culv. Pipe (In Pl.)
Extend - 12' Lt.
21' Rt.
8" San. Sew.
STREET
6" C.I. Water Main
10" Conc.
W.V.
3'x5' Valve Box
4" San. Sew. (Existing)
MAIN STREET
W.
Conc. Walk
15'R
Gravel
Gravel
10'
10'R
10'R
Const. Type "C" Curb
16"
6" San. Sew.
SOUTH
STREET
1" Gas
W.V.
6" C.I. Water Main
6" San. Sew.
15'R
Remove Conc. Curb
Conc. Curb
FAIRVIEW STREET
Conc. Curb
1½" Water
1" Gas
18'
Const. Type "C" Curb
Gravel
Gravel
ALLEY
16'
Gravel
12" Conc.
6" San. Sew.
WESTFIELD STREET
Surfacing To Match Extg. Type (See Typical Section)
Const. 6 P.C. Conc Driveways, Type "A", Shown Thus
Width
Back Of Walk
Remove Conc. Walk Shown Thus:
Match Extg. Surfacing
336.70
8"
+75
-4.84
Finish Grade @ ℄
Ground Line @ ℄
320.00
230' V.C.
Subgrade
+20
-6.19
309.20
Match Extg. Surfacing
+37.5
EAST END OF PROJECT STA. 0+00
WEST END OF PROJECT STA. 5+64.3
Exc. 562 (Excess)
32
Emb. 28
340
335
330
325
320
315
310
305
0
1
2
3
4
5

Henry-Rodgers

Go FAS
[illegible]


HOBART ROAD
Webb Lake
LINCOLN ST.
JEFFERSON ST.
WASHINGTON ST.
CHESTER ST.
WHITTIER ST.
FAS 102 HILLSBORO-SILVERTON HWY. NO. 140
SOUTHERN PACIFIC
M.P. 49.65
MONITOR ROAD
FAS 581
CASCADE HWY. NO. 160
FAS 147
OREGON CITY
M.P. 43.25
BETHANY RD.
FAS 939
AIRPORT RD.
MONTEVISTA ST.
WESTERN AVE.
FLORIDA AVE.
SCHLADOR ST.
M.P. 49.99
1950
1965
1970
Silver Creek
MAPLE ST.
SILVER AVE.
BROOK AVE.
LIBERTY
BARTLETT
ROBINSON
CHADWICK ST.
NORWAY
N. CHURCH
STEELHAMMER
IOWA ST.
KENT
MAIN
RESERVE ST.
HWY. 160 M.P. 44.10
HWY. 140 M.P. 50.50
HWY. 140 M.P. 50.54
HWY. 163 M.P. 40.54
FAS 130
FAS 147
UNDER CONSTRUCTION
McCLAINE
WELCH ST.
W CENTER
FAIRVIEW
WESTFIELD ST.
SOUTH ST.
SILVERTON ROAD
LOG POND
TO SALEM FAS 147
STAYTON HWY. FAS 130
EUREKA AVE.
DRIFT CREEK RD.
T6S T7S R1W W.M.
COOLIDGE
JEROME ST.
ANDERSON ST.
CITY PARK
WATER ST.
FAS 127
OLSON RD.
ADAMS
KOONS
MADISON
SMITH
PEACH ST.
SILVER CREEK FALLS HWY. NO. 163
FENNE
IKE MOONEY RD.
M.P. 38.47
TO SILVER FALLS STATE PARK
N

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE (FAI)
- [illegible] NUMBERED ROUTE
- STATE NUMBERED ROUTE
- POST OFFICE
- [illegible]
- [illegible]
- [illegible]
- CITY LIMIT
- PUBLIC BLDG.
- CITY HALL
- COURT HOUSE
- ARMORY
- LIBRARY

SILVERTON

MARION COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 4,200

Scale in Feet

Revised September 1969

County Roads within city limits as of [illegible]

COPY TO: John Oakes
R. N. Chase
C. G. Swenson
C. O. Fredrickson

8-73

7-16-73

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Federal Aid Project No. ______________

Highway No. **FAS 147**

Project Name **Silver Creek (Main Street) Bridge, City of Silverton**

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that all rights-of-way have been acquired in accordance with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and the procedures established by the Oregon State Highway Division.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Salem, Oregon,

this 16th day of July, 1973.

Marion County

Pat McCarthy
Chairman

Harry Carson Jr.
Commissioner

Henry C. Mattson
Commissioner

RECEIVED
COUNTY & CITY SECTION
JUL 18 1973
☐ ENGR. ☑ [illegible] ☑ [illegible] ☐ [illegible]E ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

5/22/73

8020

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Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 5, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project S-40(-)
Silver Creek (Silverton) Bridge

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Preliminary bridge plans submitted with Mr. Hart's June 29, 1973 memorandum show a structure with a 36' roadway and 5' sidewalks. Although 36' is less than the minimum shown for rural highways in your standards, it is acceptable in this case. The bridge is on a city street and will blend into adjacent sections while providing a much greater width than presently available. Additional width is impossible due to adjacent buildings at all four corners of the bridge.

We note the south corner of the bridge has a jog in the rail with a widened sidewalk. We don't see a need for this and in view of the hazard presented by the rail jog suggest a flared retaining wall.

We assume there has been a hydraulic review made of the crossing and the required hydraulic information will be shown on the final plans.

The water main relocation on the city street is eligible for Federal-aid participation, provided the necessary arrangements have been made.

We find these preliminary plans acceptable.

G. L. Green

RECEIVED
STATE HWY ENGR
JUL 6 73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7-9-73
Copy Wart Hart

RECEIVED
JUL 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

CC [illegible]

MEMO TO THE FILES
July 3, 1973

Bridge Replacement Program
Silver Creek (Silverton) Bridge Section
FAS 147
Marion County

The City of Silverton wishes to have a 12" water main installed on this bridge during construction, and it is to be included in the contract. The contractor is also to be responsible for maintaining the present water supply during construction.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat
cc: David Trapp - City Manager
John Anderson - Director of Public Works
Walt Hart
R. N. Chase

8020

June 29, 1973

TO	Glen L. Green, Division Engineer Federal Highway Administration
FROM	L. H. Young, Office Engineer
SUBJECT	Program Data Submission Projects BRS-40(5) & BRS-392(2)

We are submitting program data for two secondary special bridge replacement projects, Item Nos. 1123 and 1124, which we desire to have included in the Federal-aid Special Bridge Replacement Program as established by Section 144 of Title 23 USC. These projects are being programmed in accordance with Mr. M. F. Maloney's December 29, 1972 memorandum. The two (2) bridges being replaced are Nos. 7 and 8 on the list of 10 bridges which accompanied Mr. Maloney's memorandum.

These projects have been selected by the Highway Division and local authorities in cooperation with each other as required by the Federal-aid Act.

These projects are exempt from A-95 review requirements under the provisions of State, District 2 and 3 Clearinghouse agreements dated April 28, 1970, October 16, 1970 and October 15, 1970, respectively.

Public hearings are not required for these projects under the provisions of paragraph 6c of PPM 20-8.

The requirements of PPM 90-1 relative to Item No. 1123 is being submitted as a separate action. Negative Environmental Declaration for Item No. 1124 was concurred in by FHWA on June 28, 1973.

JG:bb
Enc.

Budget Bureau No. 41-R2067; App

U.S. DE

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61) 6-29-73	**FEDERAL-AID PROGRAM DATA** (PPM 21-1)
DATE SUBMITTED TO W.O.		

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1 (19) (20)	SR 213 Main St. at Silver Cr. in Silverton 21 65	**ADT**	7,000*	11,000 (66) (70)	93 (71) (72)	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	One Bridge 26 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (75)	BRS- 14 23	40 7

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME			CODE
4	Special Bridge Replacement	Marion			047 (14) (16
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 147 (32)	STATE Co.Rd. (36)	U.S. (37) -- (41

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5								ESTIMATED PROJECT COST BY PHASES				
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		SR 213 Main St. at Silver Cr. in Silverton					
5					**ROW**							
5					**CONST** (CODE) X081 Y060		"Silver Cr. (Main St.) Bridge Sec."	0.015	118,000	88,500	--	29,500 (Co.)

CARD	CODE	PREPARED BY	PROJECT TOTALS					
1	1			0.015	118,000 (16) (23)	88,500 (24) (33)	--	29,500 (Co.)
1	14	PROGRAM APPROVAL DATES					REMARKS	

* DHV is 700 for this location.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

6-29-73

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 213 Main St. at Silver Cr. in Silverton		7,000*	11,000	93	10	Oregon	35	115	1123

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
idge								BRS-	40	(5)		

FUNDS: Special Bridge Replacement

COUNTY NAME: Marion — CODE 047

EA

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	147	Co.Rd.	--

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		SR 213 Main St. at Silver Cr. in Silverton						Const. one prestress. reinf. conc. beam bridge (length 80', H.C. 36', 5' walk on both sides). Remove existing str. and grade and pave required roadway approaches to make bridge serviceable.
ROW		"Silver Cr. (Main St.) Bridge Sec."						
CONST (CODE) X081 Y060			0.015	118,000	88,500	--	29,500 (Co.)	ROW-60' normal; Access Control-none; Parking Restrictions-none. Utilities-adj. required including preparatory work.
ED BY		PROJECT TOTALS	0.015	118,000	88,500	--	29,500 (Co.)	

APPROVAL DATES

REMARKS

* DHV is 700 for this location.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

SILVER CREEK (MAIN ST.) BRIDGE SECTION
PROJECT NO. BRS-40(5)

Existing Facility: A 76-foot steel pony truss with wood deck having a horizontal clearance of 23.5 feet and 5-foot walks on both sides.

Adjacent Sections: 30-foot curbed street with asphalt concrete pavement.

Project Data: Construct one prestressed reinforced conc. beam bridge (on present alignment) 80 feet long with a 36-foot roadway and 5-foot walk on both sides. Remove existing structure and grade and pave required roadway approach necessary to place the new structure in service.

Exceptions to Minimum Design Standards: The width of the proposed bridge is limited to 48 feet - 3 inches because of the location of permanent buildings on the north side adjacent to the edge of Silver Creek. Variance approved by FHWA under memorandum of June 26, 1973.

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

Relocation Assistance Payments: None involved as project does not require additional right-of-way.

Requirements of PPM 90-1: Environmental statement being submitted as a separate action.

A-95 Review: Exempt from State Clearinghouse and District 3 Clearinghouse review under the provisions of working agreements dated April 28, 1970 and October 15, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Processed under the Secondary Road Plan.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: A highly traveled street within the city limits of Silverton.

Utilities: Adjustment of the

City of Silverton watermain -

SILVER CREEK (MAIN ST.) BRIDGE SECTION
PROJECT NO. BRS-40(5)

g Facility: A 76-foot steel pony truss with wood deck having a tal clearance of 23.5 feet and 5-foot walks on both sides.

t Sections: 30-foot curbed street with asphalt concrete pave-

Data: Construct one prestressed reinforced conc. beam bridge sent alignment) 80 feet long with a 36-foot roadway and 5-foot both sides. Remove existing structure and grade and pave d roadway approach necessary to place the new structure in .

ons to Minimum Design Standards: The width of the proposed is limited to 48 feet - 3 inches because of the location of nt buildings on the north side adjacent to the edge of Silver Variance approved by FHWA under memorandum of June 26, 1973.

Action, Railroads, Airports, Water Development, Historical and tional Areas: None involved.

tion Assistance Payments: None involved as project does not additional right-of-way.

ements of PPM 90-1: Environmental statement being submitted as rate action.

eview: Exempt from State Clearinghouse and District 3 Clearing-review under the provisions of working agreements dated April 28, nd October 15, 1970, respectively.

Hearings: None required under provisions of paragraph 6c of 8.

on/Design Approval: Processed under the Secondary Road Plan.

of Utilities: The State does not have, at this time, the legal ity to control the use by Utilities of the right-of-way of this A State-County agreement is being prepared to comply with aph 6d(1) of PPM 30-4.1.

Data: A highly traveled street within the city limits of Silverton.

Utilities: Adjustment of the following (Type Code Y060)

City of Silverton watermain - - - - - - - - - - $3,000

8020

E. S. Hunter

8

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 29, 1973

RECEIVED
JUL 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TO Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

FROM
Walter J. Hart
Bridge Engineer

SUBJECT Silver Creek (Silverton) Br.
Br. 5397A
West Main Street Section
Salem-Silverton Highway
Marion County

NOTED
E. S. HUNTER

Enclosed are two prints each of Drawings 28986, 29088 and 29094 which are the vicinity map, preliminary plan and elevation and foundation data sheet for the subject structure. Also enclosed are two copies each of the foundation recommendation and the hydraulic data sheet.

The alignment established to fit the bridge between the existing buildings and the roadway width is the maximum that could be obtained. Sidewalks on both sides are required as this bridge is in the center of the City of Silverton. The elevation is as shown on the vicinity map and the length will span Silver Creek allowing the same channel width as presently exists.

Bent 1 is proposed to be an abutment on a spread footing. It was felt that to remove the existing wall at Bent 2 could endanger the adjacent buildings; therefore, cast-in-place concrete pile with a pile cap is proposed for Bent 2. Two alternates were studied for the superstructure. Alternate A is precast prestressed channels with an estimated cost of $130,000. Alternate B,which is the one we propose to build,is Type IV prestressed beam with a cast-in-place deck and the estimated cost based on approximate quantities and including an allowance for engineering and contingencies is $114,000.

Alternate B was selected because it is the least expensive and is the best type to carry the utilities required on the structure.

This project is to be financed on the safety bridge replacement program, and it is our understanding that you will participate in the relocation of the City's 10-inch water main.

This is being sent to you as a preliminary submittal for your approval.

JMT/ag

Encls.

cc E. S. Hunter
L. H. Young
V. E. Skoog

MEMO TO FILES

June 27, 1973

Re: Bridge Replacement Project
Silver Creek (Main Street) Bridge
FAS 147
City of Silverton
Marion County

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following stipulations:

1. Additional right-of-way will not be required. It is proposed to construct the new structure within the existing right-of-way.
2. The project does not adversely affect the abutting property. Adjacent property will in fact be enhanced by the wider facility.
3. The project does not change the layout or function of connecting streets or the facility being improved. The street will be closed temporarily during construction; however, adequate detour routes are available. The existing facility, when improved, will retain its function as a two-lane, two-way street.

Robert H Prange
Robert H. Prange
Rural Engineer
County and City Section

RHP;ljt

cc: F. B. Klaboe
A. E. Johnson
E. S.Hunter
R. L. Schroeder
H. S. Coulter
J. H. Versteeg
W. J. Hart
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase
B. L. Gifford

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

8020

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 26, 1973

In reply refer to: 10-35.6

SUBJECT: Silver Creek (Silverton) Bridge
Main Street, FAS 147
Bridge Replacement Program

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
ATTENTION: Mr. H. S. Cox
County and City Engineer

Mr. Cox's letter signed by Mr. Reynoldson requests a secondary road program variance in the bridge replacement structure over Silver Creek. We have reviewed the site located in Silverton and feel that the 36-foot clear roadway width with 5-foot sidewalks is acceptable at this time. We would recommend, however, that you provide flexibility in your design in the event that future developments would require an increase in the structural width.

We approve your request for a variance.

G L Green
G. L. Green

[illegible]
E S HUNTER

cc Young
Cox
Hart

RECEIVED
JUN 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUN 28 '73
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Mr. Glen Green
Oregon Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97308

June 19, 1973

Attention: Mr. Paul Riedl
Area Engineer

RE: Bridge Replacement Program
Silver Creek (Silverton) Bridge
Main Street, FAS 147
Marion County

Dear Mr. Green:

This project will replace an existing deteriorating structure over Silver Creek in downtown Silverton. The new bridge will be at the same location as the existing bridge and will be within the existing right-of-way. This new structure will be 80' long and will have a 36' clear roadway with 5' sidewalks on each side. This is somewhat less than our standards but we are limited by topography on each bank of the creek. It is also very unlikely that the street approaching either end of this structure will be widened to provide for any more than the present two-lane roadway.

By this letter we are requesting your concurrence in this matter.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR
Harold Reynoldson
Rural Program Engineer

HR:lat

☑ [illegible] ✓ ACCT. ☑ OE ☑ AE ☑ UE
☑ ✓ R ✓ KCE ☐

June 25, 1973

Mr. G. L. Green
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

RE: Special Bridge Replacement Project
Silver Creek (Main Street) Bridge
FAS 147
City of Silverton, Marion County

Dear Mr. Green:

This negative declaration covering the subject Bridge Replacement project has been prepared pursuant to Federal Highway Administration PPM 90-1, Paragraph 6, for projects in which the anticipated impact of the proposed construction is not significant.

LOCATION AND DESCRIPTION OF PROJECT The proposed bridge replacement project is located in the City of Silverton where West Main Street crosses Silver Creek.

The proposal consists of constructing a reinforced concrete structure 80 feet long, having a 36-foot roadway and 5-foot sidewalks. The new structure will be on a slightly revised grade and alignment and will be constructed within the existing right-of-way limits of West Main Street.

PURPOSE OF PROJECT The purpose of the proposal is the replacement of an existing structurally unsound

✓ ☐ AE ☐ UE ☐

narrow bridge, resulting in safety and convenience to the road user, plus the enhancement of the City's street system.

The existing structure consists of a 76-foot steel pony truss with a timber deck consisting of a 23.5-foot roadway and 5-foot sidewalks. It has deteriorated to the point that maintenance or rebuilding is no longer economically feasible; therefore, total replacement is most necessary.

EXISTING ENVIRONMENTAL SETTING

Main Street is one of the major arterials serving the City of Silverton and carries an ADT of 7,400 vehicles at the Silver Creek Bridge site. The Main Street bridge over Silver Creek is only one of three crossings connecting the southwestern Silverton residential area and farming community west of Silverton to the City's central business district.

Silver Creek flows out of the western slopes of the Cascade Mountains southeast of Silverton, and meanders through the Silver Creek Falls State Park, the City of Silverton, and joins the Pudding River approximately 3 miles northwest of the City. As the stream passes through Silverton, its rocky soil banks are generally covered with brush or grass. The channel varies in width up to 70 feet and has an average gradient of less than 0.5%. At the West Main Street bridge site stone walls and vertical basement walls of adjacent buildings confine the channel to a 70-foot width.

DISCUSSION OF ENVIRONMENTAL IMPACTS Beneficial impacts of the proposal will be in the safety provided to the road user, and in an accrued benefit to the City in reduced maintenance costs.

Pursuant to working agreements with the State Executive Department and the local Councils of Government, this type of project is exempt from the A-95 review process; however, plans for the proposal will be sent to the State Fish and Game agencies for review and comment.

In accordance with the State's standard practices and the special provisions for this project, all necessary pollution control methods will be used during construction to ensure that Silver Creek, its natural habitat, and the surrounding environment will remain unimpaired. Temporary and permanent methods of erosion control such as retaining walls will be used. Deleterious materials will be prevented from entering or remaining in the creek bed and adjacent areas. Measures will be taken to insure that turbidity and siltation will not be excessive. In addition, work in the stream bed will be kept to a minimum and all parts of the existing bridge will be removed down to or below the natural bottom of the stream bed.

There are no public park and recreation facilities or registered historic sites affected by the proposed project; nor are there any wildlife nesting or feeding grounds that will be adversely affected.

The new structure with its wider roadway will necessitate the encroachment on a small pedestrian "rest area" between the existing sidewalk and the Wiesner Building adjacent to the northeast quadrant of the project. Although this area will be reduced in size, the use of the "rest area" will not be restricted or diminished. This mini-sized pedestrian refuge was developed as a public service project by local gardening enthusiasts merely to restore a run-down portion of city street right-of-way to a useful purpose; and it should not be considered as a public park or recreation facility. The encroachment of the proposed project on this area is unavoidable in order to construct a new bridge that is compatible to the City's arterial system. It is further understood that the City of Silverton will restore all remaining portions of the "rest area" to its intended use.

Since the project calls for the replacement of a structure at its existing site and no additional right-of-way is needed, a public hearing will not be required.

Minor inconvenience to the traveling public will occur while the road is closed during construction; however, alternate routes are available and can be used until the new facility is completed. Adequate signing and flagging will be provided for the temporary direction and protection of traffic.

BASIS FOR NEGATIVE DECLARATION

The proposed project is an important element in the City of Silverton's arterial street system and is necessary for public safety. The benefits of the finished project will outweight any temporary inconvenience to the road user, and the detrimental impacts, if any, to the local environment will not be appreciable.

It is the conslusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

RHP:lat

ENDORSEMENT TO OREGON STATE HIGHWAY DIVISION

Concur________________________________ Date____________________________
Division Engineer

cc: George Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. E. Royer
J. H. Versteeg
Victor Wolfe
L. H. Young
H. S. Cox
C. O. Fredrickson

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ADT 7[illegible]00 1973 DHV 700
11,000 1997 1,000

SAFETY:______

MEMO TO R. N. CHASE Date: June 20, 1973

FAS 147, MARION COUNTY, Silver Creek (Silverton) Bridge SECTION

TERMINI: 0.02 mile south of the junction with State FAS 127 at the intersection of E. Main Street and Water Street in the City of Silverton.

PROPOSED WORK: Structure - Bridge Replacement Program

PROJECT LENGTH: Approximately 80 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	115,000	86,250	---	28,750	

EXISTING FACILITIES: Existing structure has 2-12' steel cantilever approach spans and 1-70' steel "I" beam span, 24-foot roadway, and a 5' sidewalk on each side.

ADJACENT SECTIONS:
NORTH/EAST END:
SOUTH/WEST END:
} 30' AC paved curbed street, with 7' parking lane on one side.

PROJECT DATA: Construct a reinforced concrete bridge at the existing location. Structure to be 80 feet long with a 36' clear roadway and a 5' sidewalk on each side. Contractor is to make the connections between the bridge and the street. Contractor to remove and dispose of the existing bridge.

RIGHT-OF-WAY: 60'

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: Because of the location of permanent buildings at the edge of the creek on the north side, the width of the bridge is limited to a total width of 48'3". See letter dated 6/19/73.
SYSTEM ACTION: Completed
PUBLIC HEARING: Not required
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: This is a busy street within the City of Silverton.

Negative Declaration: Pending
Certification of hearing:
Park and recreation area affected No
Relocation assistance No one moved

Social, economic & environmental effects considered Yes
Location and design approved Pending
Clearinghouse approved Work agreement (No R/W)
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
COG: Working agreement (No R/W)

SCA

PROJECT DATA, CITY OF Silverton Date June 18, 1973

To be financed by Special City Allotment Fund and necessary city funds.

Street name W. Main Street
(Locate project on attached map.)

Project length 400 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: ____ feet, width of shoulders: ____ feet

Curbed section; width curb to curb: 40 feet

Remarks ____

Surface now in place: Oil ____ Paving X Gravel ____

Present surface width: 30 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No x

State to furnish right-of-way descriptions? Yes ____ No x

Give width of intersecting streets: 43 feet and 50 feet and 60 feet

Are intersecting streets curbed? Yes X No ____

Remarks ____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes X No ____

Width between present curbs: 30 feet

City to construct curbs? Yes ____ No X

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: 15 feet

Does city desire special type of curbs? Yes ____ No X

Explain: ____

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SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes x No ___

Present sidewalks, Length: 800 feet; Width: 6 feet

Distance between present sidewalks: 48 feet

Are sidewalks to be constructed as part of project? Yes ___ No x

Width of sidewalks to be constructed: _______ feet

Are sidewalks to be constructed only on one side of street? Yes ___ No ___

Are sidewalks to be constructed on both sides of street? Yes ___ No ___

Give: Length to be constructed and On which side of street

_______ feet N.___ S.___ E.___ W.___

_______ feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes ___ No ___

Is utility strip required? Yes ___ No ___; Width: _______ feet

Remarks ____

____

- -

STORM SEWERS -

Now in place? Yes x No ___

If yes, are they adequate for increased flow? Yes x No ___

Indicate depth of main lines from present surface: 3 feet Cover

To be constructed by City? Yes ___ No ___

To be constructed as part of project? Yes ___ No ___

/Show location of outfall on city map./

- -

SANITARY SEWERS -

Now in place? Yes x No ___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 4 feet

Remarks ____

____

____

WATER MAINS: (City to adjust if required.)

Now in place? Yes x x No ____

If yes, how deep from present surface? 3 3 feet

Remarks ________________

DRIVEWAYS: (~~All driveway construction beyond curb line to be at city's expense.~~)

To be constructed as part of project? Yes x No ____

Asphaltic concrete? Yes X x No ____

Portland cement? Yes ____ No ____

How many? 7

Must driveways be Portland cement to comply with city code? Yes ____ No x

Is there a city ordinance specifying width and number of driveways permitted?
Yes x No ____ (If yes, please include copy of ordinance.)

Remarks ________________

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes x No ____

Electric poles? Yes x No ____

Which company? Northwest Natural Gas Company and Portland General Electric Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes x No ____

Which company? Continental Telephone Company

Railroad tracks? Yes ____ No x

Which company? ________________

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks ________________

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No _x_

Clearing? Yes ___ No _x_

Base rock? Yes ___ No _x_

Concrete curbs? Yes ___ No _x_

Driveways? Yes ___ No _x_

Remarks ______________________________

GENERAL INFORMATION:

Are city finances available? Yes _x_ No ___

When available? Date July 1, 1973

Has city established grade on street? Yes ___ No _x_
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: ______________________________

General remarks: ______________________________

By ______________________________ Mayor

By ______________________________ City Recorder or City Manager

By ______________________________ City Engineer

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ORDINANCE NO. 400

AN ORDINANCE REGULATING THE CONSTRUCTION AND INSTALLATION OF DRIVEWAYS, AND PROVIDING A PENALTY FOR THE VIOLATION THEREOF.

The city of Silverton does ordain as follows:

Section 1. That the term, "residential driveway," as used in this ordinance, shall be construed to mean all driveways running from a public street to private property, occupied by dwelling houses, apartment houses, or other places of residence.

Section 2. That the term, "commercial driveway," as used in this ordinance, shall be construed to mean all driveways from a public street to private property which are not residential driveways, as defined in Section 1 of this ordinance.

Section 3. That it shall be unlawful for any person, firm, or corporation to cut or remove any curb along any public street in the city of Silverton, or to construct any driveway from the curb to private property, except as provided in this ordinance.

Section 4. That the city manager may, upon application as herein provided, issue a permit to any firm, persons or corporation to construct a residential driveway not exceeding 24 feet in width at the curb.

Section 5. That any person, firm or corporation wishing to so construct a residential driveway shall make application therefor to the city manager, such application to specify the location of the property, purpose for which said property is used, and width of proposed driveway at the curb. The city manager shall upon his approval of such application, issue a permit and shall collect therefor the sum of $2.00, which shall be retained by the city to cover the cost of issuing said permit and any inspection which may be necessary. The applicant shall also make a deposit with said city in the sum of $2.00 per lineal feet to guarantee that said driveway will be constructed, in so far as that part of it which shall be on public property is concerned, in accordance with the permit, and that the curb be cut and rebuilt in accordance with such plans as the city manager may adopt in these matters. That after the completion of said driveway, the same shall be inspected and if approved by the city manager, said deposit shall be returned to the applicant. In the event the cutting of said curb and the constructing of said driveway on public property fails to comply with the specifications as required by the city manager, the said deposit may be used by the city to reconstruct and bring said construction up to the specifications, and any surplus then remaining shall be refunded to the applicant.

Section 6. That any person, firm, or corporation desiring to construct a commercial driveway in the city of Silverton, shall make application therefor to the city manager, such application to specify the location of the property, purpose for which said property is, or is to be used, width of the proposed driveway at the curb and its location in relation to the property; and shall deposit with such application the sum of $5.00 to cover the issuing of a permit and inspection cost. If a permit is issued, the said deposit shall be retained by the city and in the event the permit be not issued, the deposit shall be returned to the applicant.

Section 7. That the city manager shall refer the application to the city council at its next regular or special meeting, and that the city council either grant a permit to construct such driveway in accordance with the application, deny the permit or issue a permit to the applicant to construct such driveway in accordance with such specifications as they may deem to the best interest of the public.

Section 8. That the city council may upon the granting of a permit to construct such driveway, require the applicant to deposit with the city a sum of money which they deem sufficient to guarantee that the curb will be cut and rebuilt and said driveway constructed on public property in accordance with the terms of the permit. That after the completion of said driveway, the same shall be inspected and if approved by the manager, the deposit shall be returned to the applicant. In the event the cutting of said curb and the construction of said driveway on public property fails to comply with the specifications as required by the permit, the said deposit may be used by the city to reconstruct and bring said construction up to the specifications of the permit and any surplus then remaining shall be refunded to the applicant.

Section 9. Any person, firm or corporation wishing to construct a residential driveway of a width at the curb of more than 24 feet shall make application to the city manager for a permit and the same procedure shall be followed as set forth in this ordinance for a permit to construct a commercial driveway.

Section 10. Any person violating the terms of this ordinance shall upon conviction thereof be subject to a fine not exceeding $50.00, or a jail sentence not exceeding 30 days, or by both such fine and jail sentence.

Passed by the council September 10, 1951, and approved by the mayor September 13, 1951.

4-26-73

HYDRAULIC DATA

	Design Flood	Max. Flood yr (1964)
Discharge-c.f.s.	5450	5900
Frequency-yrs	50	100
H.W. Elevation Natural Channel	$237^{\underline{4}}$	$237^{\underline{8}}$
H.W. Elevation Channel Change		
Velocity – f.p.s.	10-11	11

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

Silver Creek - West Main St.
Silverton

COMPILED BY	DATE
Lenz	Apr. 26, 1973

3-23-73

MARION COUNTY
Bridge Replacement Project

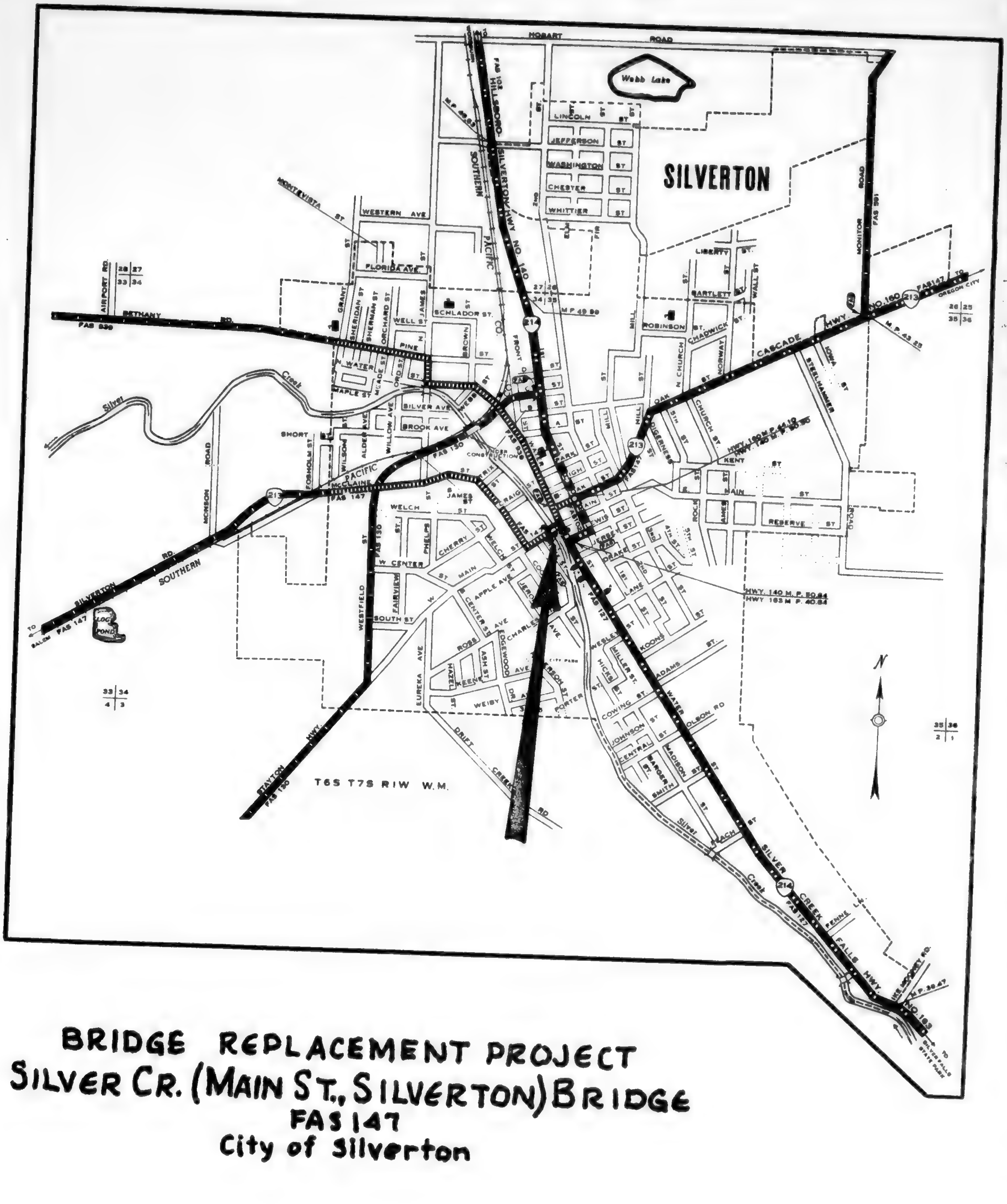
FAS 147: Silver Creek (Main Street, Silverton) Bridge Section.
Structure, $80,000.

Construct a reinforced concrete bridge on the existing alignment and at the same location. Travel way is to be 44 feet, having two 12-foot travel lanes and 10-foot parking lanes, 5-foot sidewalks on both sides. The approaches and connections are to be made by the contractor. Contractor is to remove and dispose of the existing bridge. No additional right-of-way. Utilities are involved.

State is to make foundation tests, make up specifications and plans, and award the contract.

City of Silverton will make the vicinity map.

73-b
3/23/73


SILVERTON
Webb Lake
HOBART ROAD
LINCOLN ST
JEFFERSON ST
WASHINGTON ST
CHESTER ST
WHITTIER ST
SILVERTON HWY NO 140
FAS 102
HILLSBORO
SOUTHERN PACIFIC CO
MONITOR ROAD
FAS 591
MONTEVISTA
WESTERN AVE
FLORIDA AVE
GRANT
SHERIDAN ST
SHERMAN ST
ORCHARD ST
JAMES
WELL ST
PINE
SCHLADOR ST
BROWN
AIRPORT RD
BETHANY RD
FAS 559
Silver Creek
WATER
MAPLE ST
SILVER AVE
BROOK AVE
SHORT
FOSHOLM ST
WILSON
ALDER AVE
WILLOW AVE
PACIFIC
McCLAINE
FAS 147
FAS 130
MONSON ROAD
JAMES
WELCH ST
PHELPS
CHERRY
W CENTER
MAIN
APPLE AVE
SOUTH ST
FAIRVIEW
WESTFIELD
EUREKA AVE
HAZEL
ASH ST
EDGEWOOD
CHARLES AVE
ROSS AVE
KEENE
WEIBY
DRIFT CREEK RD
STAYTON HWY
FAS 130
SILVERTON RD
SOUTHERN
TO SALEM FAS 147
LOG POND
T6S T7S R1W W.M.
LIBERTY ST
BARTLETT ST
ROBINSON ST
CHADWICK ST
WALL ST
MILL ST
CHURCH ST
NORWAY
OAK
CASCADE HWY NO. 160
FAS 147
213
214
TO OREGON CITY
M.P. 43.25
M.P. 49.89
STEELHAMMER
IOWA ST
HWY 160 M.P. 44.19
HWY 140 M.P. 50.50
KENT ST
MAIN ST
RESERVE ST
JAMES
ROCK
HWY. 140 M.P. 50.84
HWY 163 M.P. 40.84
LEWIS ST
DRAKE ST
LANE
KOONS
WESLEY
MILLER ST
HICKS
ADAMS
PORTER ST
COWING ST
JOHNSON ST
CENTRAL ST
MADISON ST
BARGER
SMITH
OLSON RD
WATER
BEACH ST
SILVER CREEK FALLS HWY NO. 163
FAS 147
FENNS
M.P. 36.47
TO SILVER FALLS STATE PARK
CITY PARK
CONSTRUCTION
N
26 | 27
33 | 34
33 | 34
4 | 3
35 | 36
2 | 1
26 | 25
35 | 36

BRIDGE REPLACEMENT PROJECT
SILVER CR. (MAIN ST., SILVERTON) BRIDGE
FAS 147

City of Silverton

CITY OF
SILVERTON
CITY HALL 306 SOUTH WATER STREET / SILVERTON, OREGON 97381 / TELEPHONE 873-5323

Br Replace
fas 147
Marion Co
Silverton

1 March 1973

Re: Main Street Bridge Replacement

H. S. Cox, County and City Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Cox:

The city of Silverton is willing to participate in the Federal Bridge Replacement program to an amount of 25% of the construction cost.

The only addition request that we would make is that 20' approach slabs be included in the design construction cost of the bridge.

If any questions or problems come up during the design, feel free to give us a call, as we are more than willing to help in any way possible.

Sincerely,

Jack R. Brown
City Manager

DLT:pl

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MEMO TO FILES
3/13/73

Re: Special Bridge Replacement Fund
Silver Creek Bridge (Silverton) Section
Main Street, FAS 147
Marion County

Contacted Mr. Dave Trapp on March 6, 1973 concerning this structure. Mr. Trapp said they (City of Silverton) would make the vicinity map but requested that the State Highway Division do the foundation drilling at city expense.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

cc: Victor Wolfe
W. J. Hart
David Trapp (City of Silverton)
Region 2

App'd by Hwy Comm
1/23/73

Bridge Replacement Program

COUNTY ROAD [redacted] PROJECT REQUEST

Name of County Marion FAS No. 147 Date 26 February 1973
County Road Name Main Street Bridge
Section Name T 6S T 7S R 1W W. M.
Type of Project
Location of Project (Attach sketch map)
ADT Design Speed 25 MPH

Is this request for ~~county~~ bridge design only? Yes x No
~~county~~ FAS bridge design? Yes x No
Will County hire consultant for this project? Yes No
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type (AC, Pug Cold Mix, Penetration Mat) Total Travel Width
2. Shoulders: Type (AC, Pug Cold Mix, Oil Mat) Width Each Side Total Top Width
3. Grading & Drainage:
   By County County Date of Completion By Contract
4. Bottom Base Course:
   By County County Date of Completion By Contract
   Has base design been given to County? Yes No
   Will it be furnished? Yes No
5. Leveling Course:
   By County County Date of Completion By Contract
6. Binder Course:
   By County County Date of Completion By Contract
7. Traveled Surface & Shoulders:
   By County County Date of Completion By Contract
8. Clearing:
   By County County Date of Completion By Contract
9. Curbs:
   Curbs Required? Yes No
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)
   Width between curbs

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10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety_________Cost excessive to need or use__________
Sparse population____________Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired_____________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No____________
What type of separation from roadway will be used?____________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes___________No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No___________

12. Will replacement be by: County____________Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No_____

29. Should contract provide for permanent signing? Yes_____ No_____

30. Should State do permanent signing? Yes_____ No_____

31. Will traffic signals be required? Yes_____ No_____
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No_____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I:_____

II. BRIDGE PROJECT DATA

1. Name of river or stream Silver Creek
2. Name of bridge Main Street Bridge
3. Dimensions of existing bridge. Length 75' 0" Roadway Width 27' 0"
4. Type of design and material used in existing bridge. Steel Truss with wood deck
5. Location (please attach map with location marked):_____
Section_____ Township_____ Range_____ W.M.
6. Desired width of proposed bridge 44' 0" Approx. length 80' 0"
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes x No______
Upstream x Downstream x Width 5'

8. Does County wish a particular type of bridge design? Yes x No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Prestressed concrete with poured in-place abutments.
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No x
Explain The county contends that the bridge is the responsibility of the city.

10. Foundation Testing: By County? Yes______ No______
By State? Yes x No______

11. Will County close road during construction? Yes x No______

12. Can presently established road be used as detour? Yes x No______

13. Must a new detour be constructed? Yes______ No x

14. Will detour be constructed & maintained by County? Yes______ No x

15. Will detour be constructed & maintained by Contractor? Yes______ No x

16. Will County sign project outside work area during construction?
Yes______ No______ ?

17. Will Contractor sign project outside work area during construction?
Yes______ No______ ?

18. Approaches or Connections by County Yes______ No______
by Contractor Yes x No______
Traveled surface: Type__________ Width__________
Shoulder surface: Type__________ Width__________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes x No______

N.W. quadrant distance from structure__________
N.E. quadrant distance from structure__________
S.W. quadrant distance from structure__________
S.E. quadrant distance from structure__________

20. **Guardrail:** Desired on approaches or connections: Yes__x__ No____
By County______ Contractor__x____
Right side only? Yes__x__ No_____
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:**
Remain in place? Yes_____ No__x__
Use for detour? Yes_____ No__x__
Removed by County? Yes_____ No__x__
Removed by Contractor? Yes__x__ No_____
Salvaged by Contractor for County? Yes_____ No__x__

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No__x__
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes__x__ No______ Size___10"___
Company_____________________
b. Sanitary sewer mains: Yes______ No__x__ Size________
Company_____________________
c. Storm sewer: Yes______ No__x__ Size________
Company_____________________
d. Gas mains: Yes__x__ No______ Size_4" and 2"_
Company_____________________
e. Power lines: Yes______ No__x__ Size________
Company_____________________
f. Telephone lines: Yes__x__ No______ Size_10-4" conduits
Company_____________________
g. Other Utilities:_____________________

24. Does County wish provisions made for future utility attachment to structure? Yes__x__ No______

25. Does County wish lightpost bases and conduit installed? Yes______ No______

26. Does County wish complete job of illumination in project? Yes______ No______

27. Is project contingent upon other factors? Yes______ No__x__
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain:____

Remarks re Section II: ____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes________ No________
   By Consultant? Yes________ No________
   By County? Yes__x______ No________ See memo dated 3/13/73
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__________ No__________

3. Construction plans and specifications to be prepared:
   By State? Yes___x_____ No________
   By Consultant? Yes________ No________
   By County? Yes________ No________

4. **Does County desire center line to be permanently monumented as part of project? Yes______ No______**

5. **Does County desire right-of-way to be permanently monumented as part of project? Yes______ No______**
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' 0" Minimum________

2. Is any additional right-of-way needed? Yes_____ No__x__

3. Will right-of-way be acquired by: Resolution_____ or Deed______

4. Should State prepare options? Yes_____ No__x__

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No__x__

6. Should material source site be included in right-of-way descriptions? Yes_____ No__x__

7. Is there any merchantable timber on right-of-way? Yes_____ No__x__

8. Will timber be reserved for owner? Yes_____ No__x__
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No__x__

10. Is a hearing necessary? Yes_____ No__x__
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No__x__
If yes, give type and name of utility company:____________________
____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes__x__ No_____
If yes, give type and name of utility company:____________________
____

13. Are utilities on existing right-of-way by permit ______ or
by franchise__x__
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No__x__
If yes, give name of irrigation company or district____________________
____
and dates between which water can be turned off: From________________
To__________________

15. Are there any railroad crossings? Yes_____ No__x__

16. Name of Railroad____

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No__x___

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes__x__ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_x___
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No__x__
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

5

V. MATERIAL SOURCES DATA

1. Gravel ________________ Quarry________________ Cinders ________________

2. Owner: County______ State______ Private______ Other______

3. Location: ____________ Section______ Township___________Range________W.M.

4. If County lease, what are royalty payments?______________________________

5. Materials furnished by County: Borrow_______ Select Topping ________
   Base Course_______ Level Course_______ Mineral Agregates________
   Location____
   Miscellaneous Items____

Remarks re Section V____

____

VI. FINANCIAL DATA

1. Estimated Cost: $_________________

2. Available FAS Funds $_________________

3. Does County wish advancement of future Federal funds? Yes_____No_____
   Amount__________________

4. Date match money is available_________________________

5. Will there be any 100% County money? Yes______ No______

6. Maximum amount of 100% County money available: $________________

7. Date County requests letting:______________________

Remarks re Section VI____

____

UNUSUAL OR COMPLICATED CIRCUMSTANCES:______________________________

____

____

____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By_________________________________
County Judge or Comm. Chairman

By_________________________________
County Commissioner

By_________________________________
County Commissioner

By_________________________________
County Engineer or Roadmaster

County_____________________________
Date__________________

____
O.S.H.D. Field Engineer

Date__________________

Marion

February 23, 1973

Mr. David Trapp
Public Works Director
City Hall
Silverton, Oregon 97381

Re: Bridge Replacement Program
Silver Creek Bridge
City of Silverton
Marion County

Dear Mr. Trapp:

By telephone conversation this office understands that the City of Silverton wishes to proceed with this project, but we have not received official reply to our February 7 letter on this matter.

Enclosed are two copies of the project request form for this project. Would you please complete these and return one to this office and keep the other for your own files.

In our February 7 letter we said the preliminary engineering would be at the expense of the City. Since then we have been informed that you can include the preliminary engineering in the project.

Would you please reply as soon as possible.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

HR
H. S. Cox
County and City Engineer

HR:ljt
Encl.

8020

bc: A. E. Johnson ✓
R. L. Schroeder
L. H. Young

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
FEB 20 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 8 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

February 7, 197

Mr. ~~David~~ Trapp
~~Public~~ Works Director
~~City Hall~~
~~Silverton~~, Oregon 97381

Re: Bridge Replacement Program
Silver Creek Bridge
City of Silverton
Marion County

Dear Mr. Trapp:

As you were informed by telephone the bridge over Silver Creek on Main Street qualified and has been selected as one of the bridges in Oregon to be replaced with funds from the Federal Bridge Replacement program. In this program the Federal Government pays 75% of the construction costs of replacing the bridge with the remaining 25% coming from local sources. The State will design the structure at their expense but the field work for the preliminary engineering will be at the City's expense.

After we have received the bids and before we have awarded the contract, we will request the City's 25% share. The engineering, which will be done during the construction of the bridge, is part of the construction costs. The State will make the progressive payments to the contractor during construction, and will collect the federal participation funds. After the bridge is completed, and federal funds collected, a final billing and an accounting will be made to the City.

The approach work to the new bridge is not part of the program and will have to be done by the City at their own expense.

If you wish the State to proceed with the project, would you please write us a letter so stating.

If there are any questions, please contact us.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Harold Reynoldson
for H. S. Cox
County and City Engineer

HR:ljt

PUBLIC WORKS FUNDING REPORT

SUMMARY

To
Postpone
74/75

PUBLIC WORKS PROJECT	74-75 COST ESTIMATE	73-74 COST ESTIMATE	73-74 BUDGETED	ESTIMATED FUNDING 74-75 STATE	CITY
1. Main Street Bridge	$123,000	$80,000	$25,000	$92,250	$30,750
2. Main Street Improvement	41,000	28,000	5,000	25,000	16,000
3. Oak Street Improvement	41,000	28,000	8,000	30,750	10,250
4. Bridge Maintenance			38 1,000		
5. Patching			9,000		
6. Bike Paths			500		
7. Contingency			1,600		

Ken Wolfe –
Pat McLaughlin –
Dave Tropp –
Paul Anderson –
Bill Sample –
John Day –
Hal Reynoldson
Gary Zehner

[illegible]
[illegible] oak
City will request [illegible]
[illegible]
[illegible]

8022 Boring Rd. Interchg. Sec. 1974
Mt. Hood Hwy., SE of Gresham
(Roadside improvement)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem

February 5, 1976

RDChurch for

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8022, Work Completed 11-30-74

Project Boring Road Interchange

Highway Mt. Hood, County Clackamas

Type of Work Roadside Improvement

Contractor Paul Bros., Inc.

Recommended Acceptance Date 2-6-76

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:dp

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
FBKlaboe
STATE HIGHWAY ENGINEER
DATE: 2-6-76

RECEIVED
STATE HWY ENGR
FEB 6 '76
REFER TO

8022

15

February 13, 1976

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On February 10, 1976, we wrote to you concerning release of final payment on Contract No. 8022 awarded to Paul Brothers, Inc., for work on the Boring Road Interchange Section of the Mt. Hood Highway in Clackamas County.

Final payment on this contract is $6,440.62 and the total amount is $52,140.30. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Paul Brothers, Inc.
29 N.E. 148th Ave.
Portland, OR 97230

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

8022

R

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIV

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Boring Road Interchange
WEEK ENDING: April 19, 1975
SECTION PREFIX: 3-1030
HIGHWAY: Mt. Hood Highway
COUNTY: Clackamas
NAME OF JOB: Boring Road Interchange
KIND OF WORK: Roadside Improvement
CONTRACTOR: Paul Brothers, Inc.
CONTRACT NUMBER: 8022
FEDERAL AID PROJECT NUMBER: RF-156(23)
DATE OF CONTRACT: June 28, 1974
DATE WORK STARTED: Aug. 15, 1974
COMPLETION DATE: Nov. 30, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: November 30, 1974
PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 61,651.38
EXCLUSIVE OF ENGINEERING: $ 56,266.98
ENGINEERING AUTHORIZATION: $ 5,384.40
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 56,266.98
ENGINEERING COST TO DATE: $ 5,109.60
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %
PERCENT OF AUTHORIZATION: 95 %
DATE PROJECT WAS COMPLETED: Nov. 30, 1974

Semi-final submitted April 11, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100	100	100

	GRADING	Trees	Shrubs	Vines	Mulch
MILES IN PROJECT		1.76	1.76	1.76	1.76
MILES PARTIALLY COMPLETED		"	"	"	"
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		91	6,000	12,500	200
TOTAL QUANTITIES CORRECTED TO DATE		91	6,000	12,500	200
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		91	5952	11,410	200
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13	Fair			
MONDAY 14	"			
TUESDAY 15	Cloudy			
WEDNESDAY 16	Rain			K
THURSDAY 17	Cloudy			
FRIDAY 11	Clear			
SATURDAY 12	Fair			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	No activity
MONDAY 14	" "
TUESDAY 15	" "
WEDNESDAY 16	" "
THURSDAY 17	" "
FRIDAY 11	" "
SATURDAY 12	" "

REMARKS

Submitted semi-final to Region office April 11, 1975.

SIGNED LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8022 **STATE COPY** 8

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 8-15	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-31-74	COUNTY Clackamas PROJECT NO. RF-156(23)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, 4 mi. N.E. of Sandy

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-24-74	0.0
OTHER (Specify)		

FUNDS Pro-rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 59,228	$ 46,286

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer July 31, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. RF-156(23)

BORING ROAD INTERCHANGE SECTION

MT. HOOD HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon July 19, 1974

Project Agreement Estimate.

Type Code Y003
Roadside Improvement

Temporary Protection and Direction of Traffic	All Required		$ 2,310.00
Temporary Signs	180 sq. ft.	11.00	1,980.00
Flagmen	22 hours	12.00	264.00
Furnishing and Planting Trees	91 only	65.00	5,915.00
Furnishing and Planting Shrubs	6,000 only	3.50	22,000.00
Furnishing and Planting Vines	12,500 only	0.55	6,875.00
Bark Mulch	200 unit	77.00	15,400.00
			$ 53,744.00

Additional Items

Temporary Erosion Control	All Required	$ 100.00
		$ 100.00
	Subtotal	$ 53,844.00
	Engineering	5,384.00
	Total	$ 59,228.00
Length of Project	0.0 miles	
Federal Funds		$ 46,286.00
State Funds		12,942.00
	Total	$ 59,228.00

Group 1 = 100%

Contract No. 8022

Prefix 3-1030

8022

June 28, 1974

Paul Brothers, Inc.
29 N. E. 148th Avenue
Portland, OR 97230

Gentlemen:

The Oregon Transportation Commission accepted your proposal for roadside improvement on the Boring Road Interchange Section of the Mt. Hood Highway in Clackamas County for the sum of $53,744. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8022.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
Roy Olson
E. L. Hardt
James McNamee
Wm. Geibel (SAIF)

8022 6-4-74 8

U. [illegible]PARTMENT [illegible]ORTA[illegible] EDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible]L. AID PROJECT NO.: RF-156(23)

STATE PROJECT NO.: BORING ROAD INTERCHANGE

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: P-14

COUNTY NAME: CLACKAMAS

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENG
JUN 5 '74
REFER TO Hunter
FOR
Spec R/D D/R Sign

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 24, 1974	MAY 24, 1974	PRIMARY ROUTE 24
		STATE ROUTE NUMBER
		PRIMARY ROUTE 26

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S MAY 23, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

6-5-74
Original & title sheet
to L. W. Rulien

RECEIVED
JUN 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 6-4-74

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt for

TITLE: DIVISION ENGINEER

8022

5-17-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 5-100

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-17-74

BY (Signature): L. W. RULIEN'S MAY 14, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 14 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
14	RF-156(23)	0.0	72,000	56,200	BORING ROAD INTERCHANGE CLACKAMAS COUNTY - STATE OF OREGON.	LANDSCAPING

REMARKS (Division)

Copy to Rulien
5-22-74

RECEIVED
MAY 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

72074
REFER TO
[illegible]
FOR

RECOMMENDED: DATE	RECOMMENDED: SIGNATURE AND TITLE	APPROVED: DATE	APPROVED: SIGNATURE AND TITLE
		5-17-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8022

May 14, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project RF-156(23)

We are submitting program data for one Rural Primary landscaping project Item No. 14, Project No. RF-156(23), "Boring Road Interchange" which we desire to have included in the Federal-aid Rural Primary Highway Program.

It is our intention to receive bids for this project on June 20, 1974.

The requirements of PPM 20-8, PPM 90-1 and A-95 Review were submitted with Projects F-156(21) and EHS-F-156(22).

Enc.

RNC:js

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	
DATE SUBMITTED TO W.O.	5-14-74	

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	US26, 4 mi. N.E. of Sandy	ADT	8,500	18,300	94	10	Oregon
	(19) (20)	21 65			(66) (70)	(71) (72)		

CARD	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	[illegible]	[illegible]	[illegible]	[illegible]	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER
3	Landscaping								RF-	15
	28 62	(63)	(65)			(72)	(73)	(74) (75)	14	29

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME		
	Rural Primary	Clackamas		
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-AID 24 (82)	STATE 26 (86) (87) 26

CARD	LINK NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		US26, 4 mi. N.E. of Sandy					
5					**ROW**		"Boring Road Interchange"					
5					**CONST** (CODE) Y003			0.0	72,000	56,200	15,800	

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1			0.0	72,000	56,200	15,800	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Additional data: Item 510, Project

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-14-74

PROJECT LOCATION (45 typewriter spaces) US26, 4 mi. N.E. of Sandy	ADT	PRESENT 8,500	FUTURE 18,300	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41
APPN CODE 073	ITEM NO. 14						

SED WORK (35 typewriter ping	NATL. FOREST	[redacted]	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): RF- NUMBER: 156(23) SEQ. NO.	I. Projects Only POST MI. DESIG.

UNDS Rural Primary	COUNTY NAME Clackamas	CODE 005	PROGRAM STAGE ☐ 1 OR ☒ 2
	ROUTE NO. P	FEDERAL-AID 24	STATE 26 · U.S. 26

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US26, 4 mi. N.E. of Sandy						Landscaping consisting of furnshing and planting trees, shrubs and vines, mulching and fertilizing.
ROW		"Boring Road Interchange"						
CONST (CODE) Y003			0.0	72,000	56,200	15,800		ROW - 180' min.; Access Control - full; Parking Restrictions-complete.
BY		PROJECT TOTALS	0.0	72,000	56,200	15,800		

APPROVAL DATES

REMARKS

Additional data: Item 510, Project F-156(22).

-over-

USCOMM DUSCOMM-DC 48908-P61

BORING ROAD INTERCHANGE

PROJECT NO. RF-156(23)

REMARKS - continued

Information for PR-37B: ROW - 1; ROW - F; Sanitary Facilities - N.

Project Data: The work consists of furnishing and planting trees, shrubs and vines including mulching and fertilizing.

NOTE:

(1) A-95 Review, PPM 20-8 and PPM 90-1 requirements were furnished and documented under Projects F-156(21) and EHS-F-156(22).

(2) The project is in Congressional District No. 2.

Form FHWA 121 (Rev. 5-73)
8022

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 4, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project F-156(-)
Boring Road Interchange

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed the proposed landscape plan for the subject interchange as submitted with Mr. Hunter's February 11 letter and find it quite acceptable. This work is eligible for Federal participation subject, of course, to the availablity of funds and the completion of the required program and PS&E procedures.

G. L. Green
G. L. Green

NOTED
E. S. HUNTER
CC Rulien
Versteeg
3-11-74

[illegible]
A. E. [illegible]

RECEIVED
STATE HWY ENGR
MAR 7 '74
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
MAR 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8022

8

February 15, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Finance Approval

The major contract work on the Boring Road Interchange Section of the Mt. Hood Highway in Clackamas County was completed January 8, 1974. By negotiation the prime contractor has placed two inches of bark mulch over the shrub and vine planting areas as a new approach for the control of grass and weeds.

The interchange is ready for landscaping. Plans have been prepared and submitted to the Federal Highway Administration for work consisting of furnishing and planting trees, shrubs and vines. The estimated cost of construction is $65,000.

I recommend this project be financed from Federal-aid funds and request your authority to proceed with the work in anticipation of an early 1974 letting.

This matter will be on the agenda for your consideration at the February 19 meeting.

bc: C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
Region I
B. L. Gifford
Gary Sund
R. E. Whipps

BLG:bb cm

February 11, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Boring Road Interchange
Mt. Hood Highway
Clackamas County
Roadside Improvement

Attached are landscape plans for the subject roadside improvement project. Work consists of furnishing and planting trees, shrubs and vines.

On this project, seeding of the shrub and vine areas was deleted and two inches of bark mulch was placed in the planting beds in an attempt to control the grass and weeds.

Approval of the design and concurrence in the use of Federal-aid Funds for construction is requested. Estimated cost is $62,000.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

REO:vmt jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
R. E. Olson

No attachment for files

Salem, Oregon

January 8, 1974

L. H. Young
Office Engineer

E. S. Hunter
Assistant State Highway Engineer

Boring Road Interchange
Roadside Improvement

Please program the Boring Road Interchange Roadside Improvement Project for June 1974.

Work to be done includes furnish and plant trees, furnish and plant shrubs and furnish and plant vines.

The Environmental Unit has prepared a negative declaration. Estimated cost is $62,000.

cc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
R. E. Olson

REO:vmt jf

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 20, 1973

"Keep"

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Negative Declaration
Roadside Improvement Project

This negative declaration is to accompany our request for Federal Aid approval of the subject roadside improvement project.

LOCATION AND DESCRIPTION OF PROJECT	Greenburg Road Interchange Beaverton-Tigard Highway Boring Road Interchange Mt. Hood Highway

The project is typical of the Oregon State Highway Division's program of roadside planting of trees, shrubs, and vines, installation of irrigation systems, and seeding and mulching. Soil preparation and grading of the affected portions of the highway right-of-way will thus be accomplished.

PURPOSE OF PROJECT The overall purpose of roadside improvement projects is to improve the visual profile of the highway, the roadside, and the neighboring community. There are other specific purposes of landscape plantings: plantings control erosion, screen headlights from opposing traffic, and provide vegetation buffers for residents close to the highways.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

DISCUSSION OF ENVIRONMENTAL IMPACTS The subject landscape projects will lie within the existing highway right-of-way, so other land uses in private control will not be pre-empted.

Adequate signing will protect the motorist while the work is in progress.

The substantial benefits to the natural and social environment provided by plantings for erosion control, community screening, and highway beautification will far outweigh the temporary disruption of the existing right-of-way. The project will be a permanent asset to the communities and to the highway user.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of the social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur ______________________ Date 1-7-73
Division Engineer

GAP/sh

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
Victor D. Wolfe
L. H. Young
L. W. Rulien

Cov 17

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1973

To: J. H. Versteeg
Design Engineer
224 State Highway Building

SUBJECT: Boring Road Interchange
Roadside Improvement
Experimental Project

On many of our landscape projects, we have had problems with an overabundance of grass in the planted areas.

The policy has been to do roadside seeding on all areas for the control of erosion until the landscape project is contracted and then attempt to get rid of the grass by chemical means and rototilling.

Pat O'Neil of the Federal Highway Administration recognized the problem and suggested that we try an experimental project where the shrub and vine areas were to be mulched with two-inches of bark, and seeding was deleted in these areas.

The bark mulch will control erosion and will tend to cut down the spread of grass. When the landscape project is contracted, the bark mulch can be rototilled into the plant beds and should reduce the amount of maintenance required to keep the beds weed free. Another benefit will be the addition of humus to the soil.

A price agreement was negotiated under the present contract to furnish and place bark mulch on the planting beds.

It is recommended that a roadside improvement contract be let in June, 1974 for fall planting.

The planting will include:

Furnish and plant trees
Furnish and plant shrubs
Furnish and plant vines

Estimated cost is $62,000.

This will give us a chance to evaluate the success of the experimental project.

Roy E Olson

Roy E. Olson
Landscape Engineer

RECEIVED
DEC 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

vmt

Hal 12-5-73
OK to proceed
EDH

12-7-73
original to
Versteeg

80.3 Cannon Beach (Spruce &
1st)
(Grading and paving

C-A-4166 - 1-17-74

8023

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67608-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Cannon Beach
P. O. Box 488
Cannon Beach, Oregon 97110

Attention of Mrs. Mae McCoy
City Recorder

Request No. (assigned by staff engineer or head of section) cc-1467

Date April 23, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment Project
Spruce and First Streets, Contract No. 8023
Covered by Agreement dated January 8, 1974

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit		$7,900.00
		As per Attached Statement		
		Final Cost	$30,070.86	
		Agreed State's Share	25,000.00	
		Agreed City's Share		5,070.86
		REFUND DUE CITY		$2,829.14

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $7,900.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

304-1409-295	$ 743.22
304-1705-205	$4,327.64

Submitted by: Fred Hildebrandt
Fred Hildebrandt, Cities Engineer

Approved: Richard Unrein
Richard Unrein, Urban XXXXX Engineer

Approved: ORIGINAL SIGNED BY GEORGE HOPKINS
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Date April 23, 1975

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1974

Contract # 8023 **Prefix** 304-1705 **Survey Prefix** 304-1409

Street Spruce and First Streets

City Cannon Beach

Payments to Contractor (see attached voucher)	$25,973.19*
Engineering and Contingencies	3,354.45
Survey: Total $5,036.70 Prorated Share	$ 743.22
TOTAL	$30,070.86
Agreed State Share	$25,000.00
Agreed City Share	$ 5,070.86
City Advance Deposit	$ 7,900.00
Refund Due City	$ 2,829.14

Reference: Outside Billing cc-1467

*Includes $13.41 in interest.

$29,327.64 - $25,000.00 = $\frac{\$4,327.64 \times \$5,036.70}{\$29,327.64}$ = $743.22 (P. E. Costs)

RU

```
OY (HOOD AVE)                     303  1470   901   00                                                2,681.53
                                  303  1470   905   00                                 1.22            [illegible]
                                  303  1470   910   00                                                    26.73
                                  303  1470   918   02                                                     1.10
                                  303  1470   950   00                                                   207.88
                                              ** JOB TOTALS **              **         1.22    **      3,506.92
BY (GRANT ST & ELM ST)            303  1471   901   00                             1,7[illegible].80          4,949.58
                                  303  1471   905   00                             3,095.47            3,095.47
                                  303  1471   906   00                                  .25                 .25
                                  303  1471   909   00                                 8.06                8.06
                                  303  1471   910   00                                21.38              890.52
                                  303  1471   914   00                                 1.44                1.44
                                  303  1471   921   00                               337.20              337.20
                                              ** JOB TOTALS **              **     5,248.60    **      9,282.57
NNO  EACH CITY STREET             304  1409   901   00                                                2,609.78
                                  304  1409   905   00                                 3.10              613.79
                                  304  1409   910   00                                                1,210.82
                                  304  1409   914   00                                 1.75            [illegible]
                                  304  1409   920   00                                                    21.77
                                  304  1409   921   00                               171.41              400.57
                                  304  1409   924   00                                                    22.18
                                              ** JOB TOTALS **              **       176.26    **      5,036.20
ATSKANIE (NEHALEM ST)             305  1409   295   00                                                   152.55
                                  305  1409   296   00                                                   152.55CR
                                  305  1409   901   00                                                1,291.51
                                  305  1409   905   00                                                   556.40
                                  305  1409   910   00                                                   142.03
```

3-75

8023

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L TO DATE JOB COST SUMMARY                                             MARCH 1975          PAGE  441

PIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH       FISCAL           GRAND TOTAL
                                                                                YEAR TO DATE       TO DATE
                                  305  1409   918   01                                                      .13
                                                                                                         10.49
```

TO DATE JOB COST SUMMARY

MARCH 1975

IPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	301	1704	206	00				3.93
	301	1704	295	00			1,612.07	1,612.07
	301	1704	296	00			1,612.07CR	1,612.07CR
	301	1704	900	00				3,002.14
			** JOB TOTALS **			**	**	26,612.07
NON BEACH-SPRUCE & 1ST STS	304	1705	201	00			25,959.78	25,959.78
	304	1705	204	00				
	304	1705	206	00			13.41	13.41
	304	1705	900	00			3,309.38	3,309.38
	304	1705	950	00			45.07	45.07
			** JOB TOTALS **			**	29,327.64 **	29,327.64
ATS [illegible]IE (NEHALEM ST)	305	1711	201	00				24,351.13
	305	1711	295	00				2,111.20
	305	1711	296	00				2,111.20CR
	305	1711	900	00				2,702.02
			** JOB TOTALS **			**	**	27,053.15
D ST-SOUT R/R BLVD	309	1704	287	00			6,507.49	6,507.49
			** JOB TOTALS **			**	6,507.49 **	6,507.49
PIN- C STREET	310	1738	201	00 0				16,071.12
	310	1738	900	00 0				1,838.16
			** JOB TOTALS **			**	**	12,909.28
THERLIN-N E FIRST AVE	310	1739	201	00				19,146.25
	310	1739	206	00 J				2.22
	310	1739	295	00				5,105.76
	310	1739	296	00				5,105.76CR
	310	1739	900	00				2,534.06
			** JOB TOTALS **			**	**	21,682.53
LINTON-COTTONWOOD STREET	311	1703	201	00 0				20,675.01
	311	1703	900	00 0				2,464.94
			** JOB TOTALS **			**	**	23,139.95
VERNON, JOHN DAY, PRAIRIE	312	1712	282	01			37,800.00	37,850.00
	312	1712	282	02			43,600.00	43,600.00
	312	1712	282	03			28,600.00	28,600.00
	312	1712	900	00			529.11	546.55
	312	1712	900	03			4.30	4.30
			** JOB TOTALS **			**	110,533.41 **	110,550.85
OLD HILL (5TH ST)	315	1723	201	00				9,903.44
	315	1723	206	00				1.47
	315	1723	900	00				1,705.15
			** JOB TOTALS **			**	**	11,610.06

8023

UMMARY OF COST DISTRIBUTIO

DATE 12/13/74

FUND	VOUCHER NUMBER	OBJECT	SYSTEM COUNTY	MAJOR CLASS	PROJECT	FUNCTION	GRP	AMOUNT	P/N	REF/P.O. CREW NO.
1	23273	41	304	17	05	204 00		1,297.99		
1	23273	41	304	17	05	206 00		13.41		
								1,311.40	*	
								1,311.40	*	

8023

FISCAL YEAR 74-75

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

DISBURSEMENT VOUCHER

WARRANT NUMBER 23273

Palmberg Paving Co., Inc.
P.O. Box 807
Seaside, OR 97138

VOUCHER DATE 12/10/74

TOTAL AMOUNT $ 1,311.40

8023	Estimate No. 3 Final	Principal	$ 1,297.99
		Interest	13.41

dm

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.438

CHECKED - Acctg. Control

OREGON STATE HIGHWAY DIVISION

ONTRACT PAYMENT VOUCHER

COUNTY
CLATSOP

CONTRACT NO.
8023

ESTIMATE NO.
3

PREFIX NO'S.

HIGHWAY
CITY STREETS

FEDERAL AID PROJECT NO.

SECTION
CANNON BEACH (SPRUCE & 1ST STS)

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
9N EARTHWORK	LUMP SUM	3000.0000	100.000	3000.00	3000.00
9N 1"-0 AGGREGATE BASE	CU YDS	8.0000	1,112.500	8900.00	8900.00
9N CLASS C ASPHALT CONCRETE, 3 INCHES THICK	SQ YDS	3.1000	3,483.800	10799.78	10799.78
9N 18-INCH CULVERT PIPE	LIN FT	10.0000	196.000	1960.00	1960.00
9N 24-INCH CULVERT PIPE	LIN FT	25.0000	4.000	100.00	100.00
9N CONCRETE INLETS, TYPE G-1	ONLY	400.0000	3.000	1200.00	1200.00

11 27 74 PG. 01 8023

S VOUCHER NO.
2

D BY
dm RJD

ER OR AUDITOR
les W. Elroy

TOTAL CONTRACT ITEMS	25959.78	25959.7
% RETAINED ON CONTRACT ITEMS		1,297.9
FORCE ACCOUNT		
TOTAL PAYMENTS	25,959.78	24,661.7

AY DIVISION

ENT VOUCHER

COUNTY CLATSOP	CONTRACT NO. 8023	ESTIMATE NO. 3	PREFIX NO'S.
HIGHWAY CITY STREETS	FEDERAL AID PROJECT NO.		
SECTION CANNON BEACH (SPRUCE & 1ST STS)			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
GATE BASE	CU YDS	8.0000	1,112.500	8900.00	8900.00	
PHALT CONCRETE,3 INCHES THICK	SQ YDS	3.1000	3,483.800	10799.78	10799.78	
LVERT PIPE	LIN FT	10.0000	196.000	1960.00	1960.00	
LVERT PIPE	LIN FT	25.0000	4.000	100.00	100.00	
NLETS, TYPE G-1	ONLY	400.0000	3.000	1200.00	1200.00	

2G. 01 8023

TOTAL CONTRACT ITEMS	25959.78	25959.78	
% RETAINED ON CONTRACT ITEMS		1,297.99	1,297.99
FORCE ACCOUNT			
TOTAL PAYMENTS	25,959.78	24,661.79	1,297.99

8023

December [illegible], 1974

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On November 20, 1974, we wrote to you concerning release of final payment on Contract No. 8023 awarded to Palmberg Paving Co., Inc., for work on [illegible] and [illegible] Streets in Cannon Beach, Clatsop County.

Final payment on this contract is $1,297.99 and the total contract amount is $25,959.78. No work was performed under force account.

Very truly yours,

G. W. Head
CONSTRUCTION SERVICES

fkn

cc Palmberg Paving Co., Inc.
P. O. Box 807
Seaside, OR 97138

[illegible] Kenney
Walt Hart
V. E. Skoog Attn: Dick Hacek
[illegible] Fredrickson

8023

PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

sca

Project Name CANNON BEACH (SPRUCE & 1ST STR.) Contract No. 8023

Highway CITY STREETS Prefix No. 304-1705

County CLATSOP 10-1-74 F.A. No. -

Final inspection made on Sept. 25, 1974 By Mr. Eldon Everton, District Engineer in company with Chuck Elroy, Resident Engineer; Janet Rekate, City Councilwoman (Street Commissioner); Lee Crowell, City Councilman (Chairman of Public Works Committee); and Gary Middaugh, Supt. of Public Works.

CHECK LIST

Date

20 Sept. 74 Construction signs removed

NA Salem Office notified to rescind construction speed zone

20 Sept. 74 Contractor removed equipment from project

20 Sept 74 Roadside cleanup completed

20 Sept. 74 Opened to traffic

with semi-final Regional Materials Certification submitted

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

General appearance and riding quality of the job are good. City officials indicated they were happy with the job and would write a letter so indicating. City requested that State crews stripe this job and bill the City. Striping was completed on 26 Sept 74.

RECEIVED
COUNTY & CITY SECTIO
OCT 1 - 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ C
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

All contract work on this project has been completed and recommendation is made for acceptance on 20 Sept 74. The semi-final estimate will be submitted about 15 Oct 74.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - D. H. Roehrig
Co.-City Eng. - H. S. Cox
Reg. Engineer - C. O. Fredrickson
Res. Engineer - Chuck Elroy
Dist. Engineer - Eldon Everton

Copies sent to all named ____

Eldon L Everton District Engr.

concurred ____ Reg. Constr. Engr.
(Signed) (Title)

8023 J

FORM 2-1 (REV. 10-67)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CANNON BEACH (SPRUCE AND FIRST STR)	WEEK ENDING: 28 SEPT 74	SECTION PREFIX: 304-1705
HIGHWAY: CITY STREETS	COUNTY: CLATSOP	
NAME OF JOB: CANNON BEACH (SPRUCE & 1ST STR)	KIND OF WORK: GRADING/PAVING	
CONTRACTOR: PALMBERG PAVING CO. INC.	CONTRACT NUMBER: 8023	FEDERAL AID PROJECT NUMBER: -
DATE OF CONTRACT: 8 JULY 74	DATE WORK STARTED: 13 AUG 74	ESTIMATED COMPLETION DATE: 21 SEPT. 74
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR Work DAYS 60	WORK DAYS USED CALENDAR Work DAYS USED 59
PROJECT AUTHORIZATION $31,802.38	SPECIFIED COMPLETION DATE 21 SEPT 74	PERCENT OF TIME ELAPSED 100 %
EXCLUSIVE OF ENGINEERING $29,024.88	ENGINEERING AUTHORIZATION $2,777.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $27,775.00	ENGINEERING COST TO DATE $1,850.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 87 %
ESTIMATED PERCENT: OVERRUN UNDERRUN 4.4 %	PERCENT OF AUTHORIZATION 67 %	DATE PROJECT WAS COMPLETED 20 SEPT 74

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.16	0.16			0.16
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.16	0.16			0.16
TOTAL ESTIMATED QUANTITIES (CONTRACT)	LUMP SUM	1,300 CY			3,500 SQ YD
TOTAL QUANTITIES CORRECTED TO DATE	LUMP SUM	1,300 CY			3,500 SQ YD
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	-	1,078 CY			3,400 SQ YD
AVERAGE DAILY QUANTITIES	-	-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-				
HOURS PER SHIFT	-				

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	NA							
PERCENT	NA							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	CLEAR/WARM	NO		
MONDAY	CLEAR/HOT	NO		
TUESDAY	CLEAR/HOT	NO		K S
WEDNESDAY	OVERCAST/COOL	NO		B
THURSDAY	PARTLY CLOUDY	NO		
FRIDAY	CLEAR/WARM	NO		
SATURDAY		NO		

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 22 Sept 74	NO ACTIVITY
MONDAY 23 Sept 74	NO ACTIVITY
TUESDAY 24 Sept 74	NO ACTIVITY
WEDNESDAY 25 Sept 74	NO ACTIVITY
THURSDAY 26 Sept 74	NO ACTIVITY
FRIDAY 27 Sept 74	NO ACTIVITY
SATURDAY 28 Sept 74	NO ACTIVITY

REMARKS

25 Sept 74: Final Inspection made this date by Mr. Eldon Everton, District Maintance Engineer, City of Cannon Beach, and Charles W. Elroy, Resident Engineer.

SIGNED Dennis Melcher LOCATION - Seaside
For Charles W. Elroy

8023

July 9, 1974

Mrs. Mae McCoy
City Recorder
P. O. Box 488
Cannon Beach, Oregon 97110

Dear Mrs. McCoy:

We wish to acknowledge receipt of the City of Cannon Beach's check, No. 2507, in the amount of $7,900.00, as deposit on the 1974 Special City Allotment project on Spruce and First Streets.

The project is now clear for award to the apparent low bidder, Palmberg Paving Company, Inc.

We appreciate your cooperation in this matter and invite any inquiries.

Very truly yours,

H. S. Cox
County and City Engineer

By Jom

James O. Butler
Cities Engineer

JOB:ljt

bc: E. S. Hunter
L. W. Rulien
C. T. Keasey
V. E. Skoog
C. O. Fredrickson

✓ B✓ R✓ / A

SCA

CITY OF CANNON BEACH

"The Beach of a Thousand Wonders"

CANNON BEACH,
OREGON 97110

July 5, 1974

James O. Butler
Cities Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Your letter
June 21, 1974

Dear Mr. Butler:

Please find enclosed our check No. 2507, in the amount of $7,900. being our share of the improvement of Spruce and First Streets under the 1974 Special City Allotment project.

We trust this is in order, and thank you for your considerations.

Very truly yours,

CITY OF CANNON BEACH

Mae McCoy

City Recorder

7-8-74
called Carl Nelson -
project is clear for award
JOB

mm
enc.

RECEIVED
OSHD FINANCE BRANCH
Check # 2507 Amt. 7,900.00
By g. Hogan Date 7-8-74
For SCA- CANNON BEACH

RECEIVED
COUNTY & CITY SECTION
JUL 8 - 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

8023

July 8, 1974

Palmberg Paving Company, Inc.
P. O. Box 807
Seaside, OR 97138

Gentlemen:

The Oregon Transportation Commission on June 26, 1974, accepted your proposal for work on Spruce & 1st Sts. in Cannon Beach in Clatsop County for the sum of $27,675. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as the City of Cannon Beach has approved the project and deposited $7,900.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8023.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

js

bc C. T. Kassey
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
Vince Gallagher
Walt Hart
C. O. Fredrickson
Charles Elroy
Wm. Geibel (SAIF)

8023

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

bc: E. S. Hunter
L. W. Rulien
C. T. Keasey
V. E. Skoog
C. O. Fredrickson, Region 2

June 21, 1974

Mrs. Mae McCoy
City Recorder
P. O. Box 488
Cannon Beach, Oregon 97110

NOTED
E. S. HUNTER

Dear Mrs. McCoy:

On June 20, 1974 bids were opened on the 1974 Special City Allotment project on Spruce and First Streets. The apparent low bid was submitted by Palmberg Paving Company, Inc., of Seaside.

The anticipated costs are as follows:

Contractor's bid	$27,675.00
Anticipated additional items:	
Remove & replace "STOP" sign	100.00
	$27,775.00
Engineering & Contingencies (14½%)	4,027.38
	$31,802.38
City's estimated share of preliminary engineering	1,075.00
TOTAL	$32,877.38

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward, at your earliest convenience, a check to this office in the amount of $7,900.00, made payable to the Oregon State Highway Division.

Very truly yours,

H. S. Cox
County and City Engineer

By

James O. Butler
Cities Engineer

JOB:ljt

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Palmberg Paving Co, Inc., Seaside

CANNON BEACH (SPRUCE & 1ST STS.) SECTION

CITY STREETS

CLATSOP COUNTY

State Project
0.16 Mile Grading & Paving

Bids Received June 20, 1974

1.	Earthwork	All Specified		$ 3,100.00
2.	1" - 0 Aggregate Base	1,300 cu.yds.	9.00	11,700.00
3.	Class "C" Asphalt Concrete, 3 inches Thick	3,500 sq.yds.	3.70	12,950.00
4.	18-inch Culvert Pipe	210 lin.ft.	10.00	2,100.00
5.	24-inch Culvert Pipe	5 lin.ft.	20.00	100.00
6.	Concrete Inlets, Type G-1	3 only	400.00	1,200.00
		For Comparison of Bids		$ 31,150.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$31,150.00	27,675.00
Anticipated Additional Items:			
Remove & Replace Stop Sign	100.00	100.00	100.00
		$31,250.00	27,775.00
Contingencies (4-1/2%)		1,406.25	
Engineering (10%)		3,125.00	4,027.38
Estimated Net Authorization, Constr.		$35,781.25	31,802.38

city's share of P.E $5000 \times \frac{31,802.38 - 25,000 \; (6,802.38)}{31,802.38} = 1,069.48$

Say 1,075.00

31,802.38
+ 1,075.00
32,877.38
- 25,000.00
7,877.38

Say $7,900.00

6-20-74
Called Mrs Mc'oy
She says the cost
sounds OK
Jim

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

31,150

PROJECT NO.: #2 CLATSOP COUNTY
CANNON BEACH (SPRUCE & 1ST STS.) SECTION

OWNER: **OREGON STATE HIGHWAY DEPARTMENT**

YES
SCA

DATE: JUNE 20, 1974

PAGE 1

1. Palmberg Paving, Seaside 27,675

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. 3,000 Earthwork	1	3000		
1,300	C.Y. 10,400 1" - 0 Aggregate Base	2	8		
3,500	S.Y. 10,850 Cl. "C" Asphalt Conc., 3 In. Thick	3	3.10		
210	L.F. 2,100 18-inch Culvert Pipe	4	10		
5	L.F. 125 24-inch Culvert Pipe	5	25		
3	Only 1,200 Conc. Inlets, Type G-1	6	400		
	27,675				

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner.
PRINTED IN U.S.A.

dca

CITY OF CANNON BEACH

PERMANENT EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that MAURIE CLARK and FERN M. CLARK, husband and wife, hereinafter called Grantors, for and in consideration of the sum of One and no/100 ($1.00) Dollar and other good and valuable consideration, do hereby grant, bargain, sell and convey unto the CITY OF CANNON BEACH, a municipal corporation of the State of Oregon, hereinafter called Grantee, its successors and assigns, a permanent easement and right of way for the construction, maintenance and repair of a drain pipe, culvert and other related fixtures over, under and across and upon a parcel of land of the Grantors described as follows:

> The South 15 feet of Lot 13, Block 48,
> SEAL ROCK BEACH addition in the City of
> Cannon Beach, County of Clatsop, State
> of Oregon

TO HAVE AND TO HOLD the above described and granted Permanent Easement unto the Grantee, its successors and assigns forever.

IN WITNESS WHEREOF, we have set our hands and

and other good and valuable consideration, do hereby grant, bargain, sell and convey unto the CITY OF CANNON BEACH, a municipal corporation of the State of Oregon, hereinafter called Grantee, its successors and assigns, a permanent easement and right of way for the construction, maintenance and repair of a drain pipe, culvert and other related fixtures over, under and across and upon a parcel of land of the Grantors described as follows:

> The South 15 feet of Lot 13, Block 48,
> SEAL ROCK BEACH addition in the City of
> Cannon Beach, County of Clatsop, State
> of Oregon

TO HAVE AND TO HOLD the above described and granted Permanent Easement unto the Grantee, its successors and assigns forever.

IN WITNESS WHEREOF, we have set our hands and seals this 15th day of May, 1974.

Maurie Clark

X Fern M. Clark

STATE OF OREGON)
: ss.
County of Multnomah) May 15, 1974

Personally appeared the above-named MAURIE CLARK ~~and FERN M. CLARK~~ and acknowledged the foregoing instrument to be their voluntary act.

BEFORE ME:

Notary Public for Oregon
My Commission Expires: 3-24-75

FORM No. 23 — ACKNOWLEDGMENT
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

STATE OF California }
County of Riverside } ss.

BE IT REMEMBERED, *That on this* 24th *day of* May *, 19* 74*, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named* Fern M. Clark

known to me to be the identical individual.... described in and who executed the within instrument and acknowledged to me that she *executed the same freely and voluntarily.*

IN TESTIMONY WHEREOF, *I have hereunto set my hand and affixed my official seal the day and year last above written.*

Karen W. Honsberger
Notary Public for
My Commission expires

Karen W. Honsberger
NOTARY PUBLIC
RIVERSIDE COUNTY
CALIFORNIA
My Commission Expires October 21, 1977

208001

STATE OF OREGON, }
County of Clatsop } ss.

I hereby certify that the within instrument was received for record and recorded in the record of DEED of said county on MAY 28 11 55 AM '74

In Book 39[illegible]
On Page 2[illegible]

Witness my hand and seal of office affixed

DON R. CHURCH
County Clerk.

By Dorothy E Hansen
Deputy.

Cole Campbell

C. G. Swenson

Oregon Transportation Commission
State Highway Building
Salem, Oregon 97310

Attention County & City Unit

Re: Right-of-Way
1974 Special City Allotment Project
Spruce and First Streets
City of Cannon Beach

Gentlemen:

We hereby certify that to the best of our knowledge and belief all rights-of-way and easements for subject project have been secured.

Dated at Cannon Beach, Oregon, this 6th day of May, 1974.

CANNON BEACH CITY COUNCIL

By Gerald R Gower
Mayor

By Mae McCoy
Recorder

RECEIVED
COUNTY & CITY SECTION
MAY 16 1974
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ PPE ☐

5/3/74

BEN GIFFORD 5 10 74

Section Cannon Beach (Spruce & 1st St.)

Highway City Streets 5-9-74

County Clatsop

Kind of Work Grading & Paving

Project Alltoment $ [illegible]

Project Length 0.11 mile

Completion Time 60 cal. workdays

FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 31,150 -

Anticipated Additional Items:

Flagging (State Share) . . . . $
Slide Correction . . . . .
Railroad Protective Costs.
Other Railroad Costs . . . .
Permanent Signing . . . . .
Permanent Pavement Striping. . . .
Stage Construction Striping. . . .
Temporary Erosion Control. . . .
Install Truck Scale Mechanism. . . .
Truck Scale House . . . .
Install Temporary Traffic Signals. . . .
Install Water Meter. . . .
Furnish Water. . . .
Laboratory Fees. . . .
Furnish Mail Box Posts . . . .
Pipe Bedding Materials . . . .
On the Job Trainees. . . .
State Responsibility for Damages . . . .
Adjust Utilities . . . .
Remove & replace

$ 100 -

$ 31,250 -

Contingencies (4-1/2%) 1,406 25

Engineering (10%) . . . . 3,125 -

TOTAL $ 35,781 25

Credit for

Estimated Net Authorization, Construction. . . . $

RECEIVED
COUNTY & CITY SECTION
MAY 10 1974
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

5-9-74
County, City
Jim Butler
Est. ok

Cannon Beach (Spru & 1st Sts.) Sec
Grading & Paving

Estimate

	Unit	Quant	Unit Cost	Amount
Embankment in Place	All	All	Lump Sum	3100-
1"-0 Aggregate Base	Cu. Yd.	1300	9.00	11,700-
Class "C" Asphalt Concrete, 3-inches Thick	Sq. Yd.	3500	3.70	12,950
18-inch Culvert Pipe	Lin. Ft.	210	10.00	2,100-
24-inch Culvert Pipe	Lin. Ft.	5	20.00	100-
Concrete Inlets, Type G-1	Each	3	400-	1200-
			31	150-

8023

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 24, 1974

TO C. O. Fredrickson, Region II Engineer

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

NOTED
E. S. HUNTER

SUBJECT Use of Uncoated Aluminum Culvert Pipe in Salt Water, Waldport (Mill Street) Section and Cannon Beach (Spruce and 1st Streets) Section

on 9-1-1 W.

Con 9-1-1 C.B.

In a recent policy change, the use of uncoated aluminum as a culvert material in hostile environments has been considerably expanded. It is now permissible to use it in a pH range of from 4 to 9 where soil resistivity is 1500 ohm-cm or greater. It has also been approved for use in salt or brackish water providing it is enclosed with a clean granular backfill material.

To provide continuing research and obtain broader experience data under actual installation and site conditions, uncoated aluminum culvert pipe is being specified for use in certain installations on the subject projects. The selected installations are sewer outfalls subject to tidal action. All are extensions of existing metal pipes, most of which have tide gates which will require removal and reinstallation.

Because of the regular submergence and exposure of these installations and their relatively reasonable accessability, it is felt they would make good study subjects. Therefore, it is requested that the responsible area District Engineers inspect these installations on a regular annual basis and submit condition reports to the Materials Section. It is further felt that these annual inspections need only to be conducted for the first three years. They then can be followed with five, ten, and twenty year reviews.

While survival of the subject installations is not deemed very crucial to the overall welfare of their respective facilities, the study findings may well have critical import of a serious nature to other more important facilities. Your cooperation in the successful pursuit of these studies would be greatly appreciated.

WWR:we

cc: ~~E. S. Hunter~~ E. L. Everton
John Jenkins H. C. Johnson

RECEIVED
APR 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8023

8

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

REVISED

Section: Spruce and 1st Streets
Highway: City of Cannon Beach
County: Clatsop
Prefix: 304-1409

Res. Engr. Gareld Inloes
Approx. Length 0.16± mile
~~Sta~~ 2nd St. to ~~Sta~~ Hemlock St.
Date April 17, 1974

Mean Truck A.D.T. 18
Traffic Coefficient 5.5
18 kip s. a. per day 2.2

Annual Precipitation 80" (Seaside)
Frost Penetration - - - -
CBE Total Requirement 17.5"

(1)

Typical Soil

28	LL
0	PI
71	%P 10
27	%P 200
28	% Gravel
6	% C Sand
38	% F Sand
19	% Silt
9	% Clay
10	R Value
A-2-4	AASHO Classif.

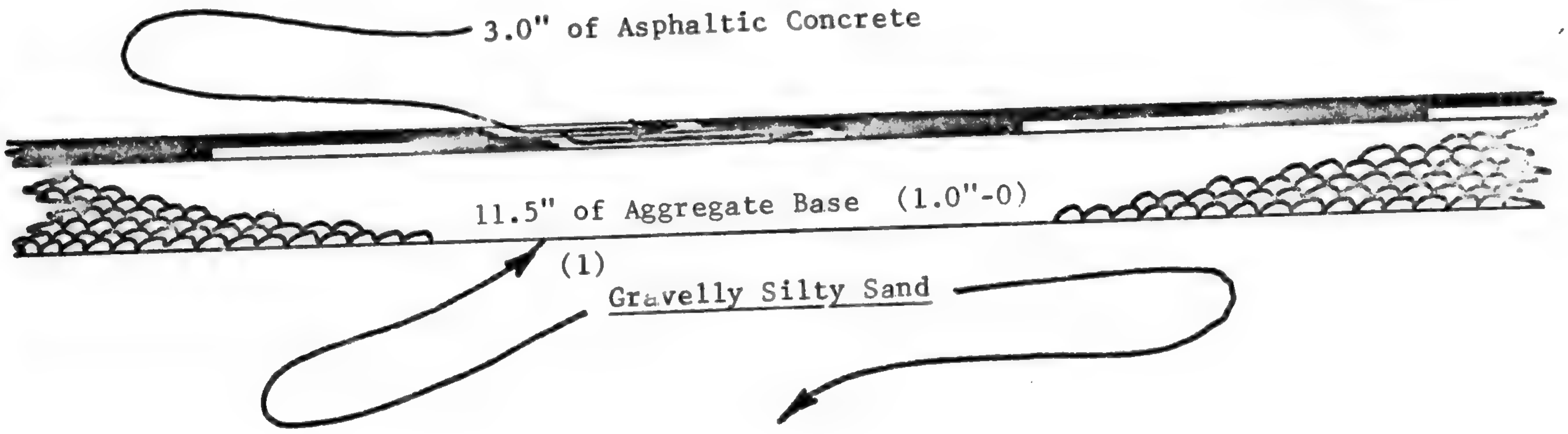
Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
6.0	3.0	A.C.
11.5	11.5	A.B.
17.5	14.5	

STRUCTURAL SECTION
NEW WORK

NOTED
E. S. HUNTER



OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Spruce and 1st Streets
Highway: City of Cannon Beach
County: Clatsop County
Prefix: 304-1409

Res. Engr. Gareld Inloes
Approx. Length 0.16± mile
~~M.~~ 2nd St. to ~~M.~~ Hemlock St.
Date April 17, 1974

Mean Truck A.D.T. 18
Traffic Coefficient 5.5
18 kip s. a. per day 2.2

Annual Precipitation 80"± (Seaside)
Frost Penetration - - - -
CBE Total Requirement 17.5"

(1)
Typical Soil

SEE PAGE 1

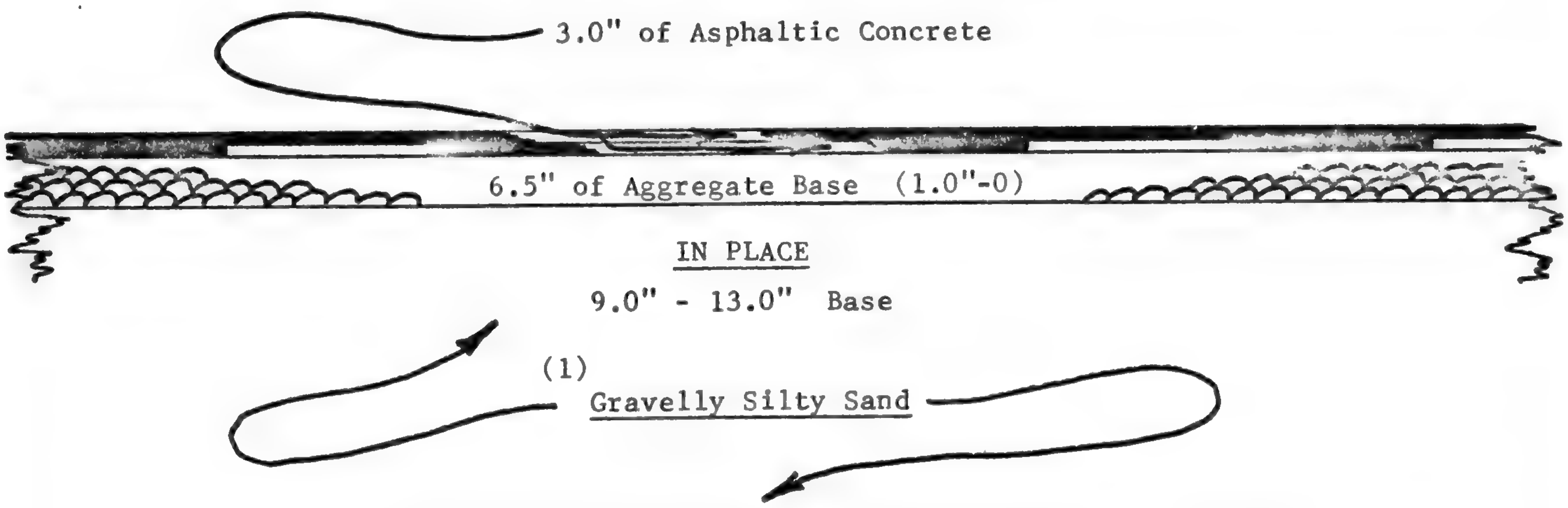
- LL
- PI
- %P 10
- %P 200
- % Gravel
- % C Sand
- % F Sand
- % Silt
- % Clay
- R Value
- AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
6.0	3.0	A.C.
6.5	6.5	A.B.
OVER EXISTING ROADWAY		

STRUCTURAL SECTION
EXISTING ROADWAY (Where Utilized)



Note: The above section is to be built utilizing the existing gravel roadway as an improved subgrade.

Submitted by J.W. Fields for C.J. Gregg
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by Victor D. Wolfe
Location Engineer

Approved by E.J. Hunter
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: Spruce and 1st Streets
HIGHWAY: City of Cannon Beach
COUNTY: Clatsop

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
Cars Only	2.0"	---	9.0"	13.0"	11.0"

Remarks:

Revised to show aggregate base instead of aggregate subbase in areas where widening beyond existing roadway occurs.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Spruce and 1st Streets
HIGHWAY: City of Cannon Beach
COUNTY: Clatsop

200 Present ADT (1974)
6 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	10	2.0	20	15	450	6,750
3	2	2.0	4	3	1000	3,000
4	0	---	--	--	1250	- - -
5	0	---	--	--	3180	-- -
6	0	---	--	--	2570	- - -
				18 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 9,750
TWENTY YEAR EWL 195,000
TRAFFIC COEFFICIENT 5.5

SECTION: Spruce and 1st Streets
HIGHWAY: City of Cannon Beach
COUNTY: Clatsop

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks:
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This is a short section (0.16± mile), and traffic does not warrant the use of C.R.P.C.C.

8

8023

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

SALEM, OREGON

April 9, 1974

SUBJECT: 1974 Special City Allotment Project
Spruce Street and First Street
City of Cannon Beach

~~FROM:~~ TO: Mr. Victor D. Wolfe
Location Engineer
BUILDING

~~TO:~~

Attention Mr. P. L. Carstensen

Gary E. Zehner

FROM: Gary E. Zehner
Cities Engineer
County & City Unit

NOTED
E. S. HUNTER

The survey data on subject section has been examined and found to be consistent with the project as requested by the City and approved by the Transportation Commission.

We concur in the recommendation by Region to construct Alternate "B".

GEZ:ljt

Att.

cc: E. S. Hunter ✓
L. W. Rulien

RECEIVED
APR 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

304-1409

NARRATIVE REPORT
Spruce St. and First St. (Cannon Beach)
Clatsop County

HISTORY: By resolution adopted by the City of Cannon Beach, Mrs. Mae McCoy, City Recorder, filed an application with the Oregon State Highway Division, by letter dated April 26, 1973, for funds, as provided by Oregon Statutes under the Special City Allotment, to improve Spruce Street between Second and First Street and First Street between Spruce and Hemlock Streets.

The City Council, City of Cannon Beach, by letter dated September 11, 1973, "......agree we would be willing and able to pay the cost of the project in excess of $25,000.00".

Mr. Gary Zehner, Cities Engineer, made an investigation of the existing facility and determined the improvement cost to be approximately $34,000.00 .

PURPOSE OF SURVEY: Prepare a plan, specifications and cost estimate for the improvement of Spruce Street between Second and First Streets and First Street between Spruce and Hemlock Streets.

ORIENTATION: Orientation was established by use of a section corner located at the intersection of Spruce and First Streets and the reference points of said corner which were established by a local Registered Professional Engineer.

TERMINI: The beginning point of the project is at Station 10+00; said point being at the intersection of Spruce and Second Street, Thence southerly on an offset line 5 feet westerly of the right of way centerline of Spruce to Station 16+50 which station is at the intersection of Spruce and First Streets., thence westerly on an offset line 5 feet northerly of the right of way centerline of First Street to Station 19+00 said station being at the intersection of First and Hemlock Streets.

The total length of the project is 900 feet.

HORIZONTAL CONTROL: The existing roadway and the proposed centerline is located five feet westerly of the right of way centerline on Spruce Street and five feet northerly of the right of way centerline on First Street. The central angle between Spruce and First Streets is ninety degrees.

VERTICAL CONTROL: Vertical control was established from data furnished by the City of Cannon Beach for a TBM located on the South rim of a manhole, West Side Pump Station, at the intersection of Spruce and Second Streets.

TYPICAL SECTION: The typical section consists of two 12-foot travel lanes and 4-foot shoulders. This design does not provide for curbs or walks.

BASE AND SURFACING DESIGN: The base and surfacing design was received via telephone March 14, 1974.

Asphaltic Concrete	3"
Crushed Aggregate	6½"
Aggregat Subbase	12" (outside existing base)

Due to the small quantity of asphaltic concrete mix in this project , it would probably be advisable to give the contractor an option of Class "C" or "B" on the base course.

UTILITIES: An eight inch sanitary sewer and a six inch water line belonging to the city are within the project limits. These facilities will be adjusted by the city if adjustment is necessary.

All power and telephone poles are outside the right of way. If a storm sewer is constructed on a 15-foot wide temporary easement abutting the northerly right of way of First Street as shown on the map; one power pole belonging to Pacific Power and Light Company will require adjustment. (See photograph no. 16).

DRAINAGE: No special drainage problems were encountered.

A tide gate attached to the outlet end of an 18-inch CMP located left of Station 14+73 will need to be removed and replaced concurrent with the extension of the existing pipe.

SOURCES OF MATERIALS: Surfacing and base materials are available from commercial soorces at Seaside, approximately 10 miles from the job site.

SOILS: Soils investigation is not required.

PARKS AFFECTED: None.

RAILROADS AFFECTED: None.

HISTORICAL SITES AFFECTED: None.

ALTERNATE PROPOSALS: ALTERNATE A

This proposal provides for the construction of a 32-foot wide paved surface.

To facilitate the 32-foot wide paved surface, an existing ditch paralleling the easterly side of Spruce Street between Stations 11+75 and 15+50 will need be filled and reconstructed. The proposed new ditch will be constructed within the right of way.

This plan provides for the connection of an existing storm sewer by the installation of an 18-inch culvert pipe between Hemlock and Spruce Streets immediately northerly and outside the right of way of First Street. Two inlets will be required. A temporary easement, 15-foot in width, will be needed.

The estimated cost of this alternate is $43,706.00

ALTERNATE B

This proposal is the same as alternate "A" except that the connection to the existing storm sewer northerly of First Street is omitted. This will obviate the need for a temporary construction easement, 192 lin. ft. of 18-inch culvert pipe, two inlets and the construction of two approaches.

The estimated cost to construct this alternate is $39,569.00

AGREEMENTS: Agreement between the City of Cannon Beach and the Oregon State Highway Division will be required.

James E. Chaney
Resident Engineer

SECTION: Spruce St. & First St. (Cannon Beach) PREFIX: 304-1409

ALTERNATE "B"

HIGHWAY: City Street

COUNTY: Clatsop

LOCATION COST ESTIMATE

, sheet 1 of 2 sheets

ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	AMOUNT
1.	Mobilization	Lump Sum			1,565.00
2. (111)	Temporary Direction and Protection of Traffic	Lump Sum	300.00	All Reg.	300.00
3. (111)	Portable Barricades, Type III	Each	125.00	4	500.00
4. (111)	Signs, [illegible]-613-49	Each	150.00	2	300.00
5. (111)	Flagging	hr.	11.50	40	460.00
6. (201)	Clearing and Grubbing	Lump Sum	700.00	All Reg.	700.00
7. (203)	General Excavation	cu.yd.	2.50	560	1,400.00
8. ([illegible])	Ditch Excavation	cu. yd.	4.00	187	748.00
9. (206)	Trench Excavation	cu. yd.	7.00	2	14.00
10.(222)	Finishing Roadbed and Slopes	Lump Sum	525.00	All Reg.	525.00
11.(233)	Watering	M-gals.	10.00	33	330.00
12.(304)	Aggregate Subbase	cu. yds.	6.00	900	5,400.00
13.(304)	Aggregate Base	cu. yds.	8.00	940	7,520.00
14.(401)	Class "C" Asphaltic Conc. Mixture	Ton	15.00	290	4,350.00
15.(401)	Class "B" Asphaltic Conc. Mixture	Ton	15.00	270	4,050.00
16.(401)	Asphalt Cement in Mixture	Ton	100.00	34	3,400.00
17.(407)	Asphalt in Tack Coat	Ton	125.00	1	125.00
18.(603)	18 inch Culvert Pipe	lin. ft.	9.00	8	72.00
					32,259.00

SECTION: Spruce St. & First St. (Cannon Beach) PREFIX: 304-1409
Alternate "F"
HIGHWAY: City Street
COUNTY: Clatsop

LOCATION COST ESTIMATE

sheet 2 of 2 sheets

ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	AMOUNT
	TOTAL FROM SHEET No. 1				32,259.00
19.(603)	24 inch Concrete Culvert Pipe	lin. ft.	15.00	6	90.00
20.(610)	Extra for Asphalt Approaches	Each	75.00	7	525.00
	SUBTOTAL				32,874.00
	Estra Work:				
	Remove and Replace "Stop" Sign				100.00
	SUBTOTAL				32,974.00
	Engineering and Contengencies				6,595.00
	TOTAL				39,569.00

SECTION: Spruce St. & First St. (Cannon Beach) PREFIX: 304-1409
HIGHWAY: City Street
COUNTY: Clatsop

PROPOSED PLAN "A"

LOCATION COST ESTIMATE

sheet 1 of 2 sheets

ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	AMOUNT
1.	Mobilization	lump sum	1,730.00	All Req.	1,730.00
2.(111)	Temporary Protection and Direction of Traffic	lump sum	800.00	All Req.	800.00
3.(111)	Portable Barricades, Type III	Each	125.00	4	500.00
4.(111)	Signs, R-613-48	Each	150.00	2	300.00
5.(111)	Flagging	Hr.	11.50	40	460.00
6. (201)	Clearing and Grubbing	lump sum	700.00	All Req.	700.00
7. (203)	Embankment in Place	cu. yd.	3.00	480	1,440.00
8. (203)	Ditch Excavation	cu. yd.	4.00	187	748.00
9.(206)	Trench Excavation	cu. yd.	7.00	17	119.00
10.(222)	Finishing Roadbed and Slopes	lump sum	525.00	All Req.	525.00
11.(233)	Watering	M-gals	10.00	33	330.00
12.(304)	Aggregate Subbase.	cu.yd.	6.00	900	5,400.00
13.(304)	Aggregate Base	cu. yd.	8.00	980	7,840.00
14.(401)	Class "C" Asphaltic Conc. Mixture	ton	15.00	300	4,500.00
15.(401)	Class "B" Asphaltic Conc. Mixture	ton	15.00	270	4,050.00
16.(401)	Asphalt Cement in Mixture	ton	100.00	35	3,500.00
17.(407)	Asphalt in Tack Coat	ton	125.00	1	125.00
18.(603)	18 inch Culvert Pipe	lin. ft.	9.00	210	1,890.00
	SHEET TOTAL				34,957.00

SECTION: Spruce St. & First St. (Cannon Beach) PREFIX: 304-1409
HIGHWAY: City Street Proposed Plan "A"
COUNTY: Clatsop

LOCATION COST ESTIMATE

sheet 2 of 2 sheets

ITEM NO.	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	AMOUNT
	Total from Sheet No. 1				34,957.00
19.(603)	24 inch Concrete Culvert Pipe	lin. ft.	15.00	6	90.00
20.(604)	Concrete Inlets, Type GP-1	each	300.00	2	600.00
21.(610)	Extra for Asphalt Approaches	each	75.00	9	675.00
	SUBTOTAL				36,322.00
	Extra Work:				
	Remove and Replace "Stop" Sign				100.00
	SUBTOTAL				36,422.00
	Engineering and Contingencies (20%)				7,284.00
	TOTAL				43,70 .00

8023

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Spruce and 1st Streets
Highway: City of Cannon Beach
County: Clatsop
Prefix: 304-1409

Res. Engr. Gareld Inloes
Approx. Length 0.16± mile
~~**Sta.**~~ 2nd St. to ~~**Sta.**~~ Hemlock St.
Date March 27, 1974

Mean Truck A.D.T. 18
Traffic Coefficient 5.5
18 kip s. a. per day 2.2

Annual Precipitation 80"± (Seaside)
Frost Penetration - - - -
CBE Total Requirement 12.5" *

(1)

Typical Soil

28	LL
0	PI
71	%P 10
27	%P 200
28	% Gravel
6	% C Sand
38	% F Sand
19	% Silt
9	% Clay
10	R Value
A-2-4	AASHO Classif.

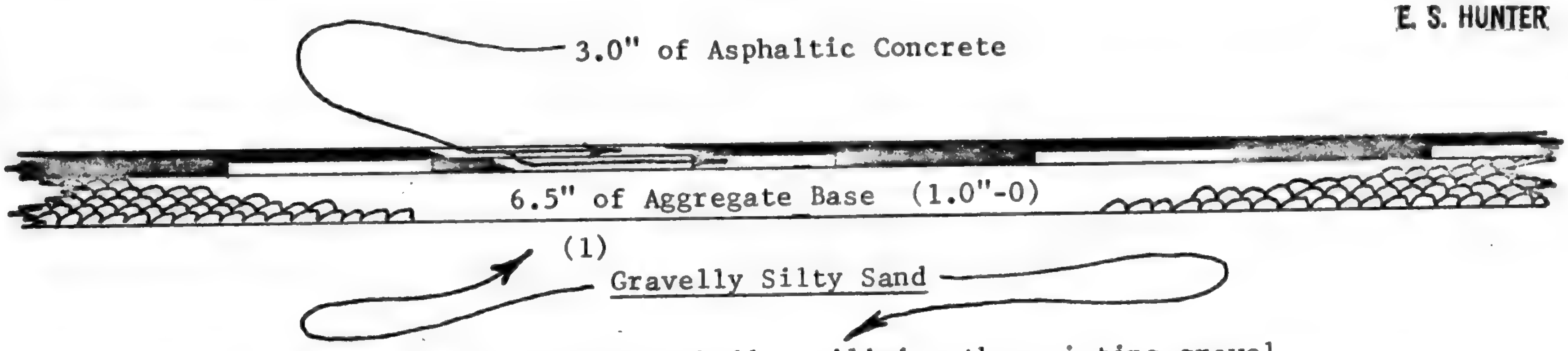
Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
6.0	3.0	A.C.
6.5	6.5	A.B.
12.5	9.5	

STRUCTURAL SECTION

NOTED
E. S. HUNTER



Note: The above section is to be built utilizing the existing gravel roadway as an improved subgrade. A minimum thickness of 6.0" of aggregate subbase should be used in areas where widening beyond the existing roadway occurs.

* Minimum thickness for traffic classification based on utilization of an improved subgrade.

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

RECEIVED
APR 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SECTION: Spruce and 1st Streets

HIGHWAY: City of Cannon Beach

COUNTY: Clatsop

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
Cars Only	2.0"	---	9.0"	13.0"	11.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Spruce and 1st Streets
HIGHWAY: City of Cannon Beach
COUNTY: Clatsop

200 Present ADT (19 74)
6 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	10	2.0	20	15	450	6,750
3	2	2.0	4	3	1000	3,000
4	0	---	--	--	1250	- -
5	0	---	--	--	3180	- -
6	0	---	--	--	2570	- -
				18	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 9,750
TWENTY YEAR EWL 195,000
TRAFFIC COEFFICIENT 5.5

SECTION: Spruce and 1st Streets
HIGHWAY: City of Cannon Beach
COUNTY: Clatsop

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks:
5. Cost Comparisons: None made -- see remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This is a short section (0.16± mile), and traffic does not warrant the use of C.R.P.C.C.

8023

January 17, 1974

City of Cannon Beach
City Hall
Cannon Beach, Oregon 97110

Attention: Mrs. Mae McCoy
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 43[illegible]

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the improvement of Spruce Street and First Street from Second to Hemlock Streets.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

8023

December 19, 1973

Mrs. Mae McCoy
City Recorder
P. O. Box 488
Cannon Beach, Oregon 97110

Dear Mrs. McCoy:

On December 19, the Oregon Transportation Commission approved the City's request for a 1974 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map, showing the limits of the approved project. Also attached are regulations and procedures pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary

Gary E. Zehner
Cities Engineer

GEZ:ljt

Att.

cc: C. O. Fredrickson

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ FE ☒ RPE ☐

8023

SCA

CITY OF CANNON BEACH

"The Beach of a Thousand Wonders"

CANNON BEACH,
OREGON 97110

September 11, 1973

Gary E. Zehner, Cities Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Zehner:

In reply to your letter of August 31, 1973 concerning the City of Cannon Beach proposed project on Spruce and First Streets in our City, the City Council agreed we would be willing and able to pay the costs of the project in excess of $25,000.

We trust the Transportation Commission will look with favor on this construction project under the Special City Allotment Act.

Very truly yours,

CITY OF CANNON BEACH

Mae McCoy

City Recorder

mm

RECEIVED
COUNTY & CITY SECTION
SEP 13 1973
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

S.C.A. Investigation Data

1974 PROGRAM

City of CANNON BEACH Date 8/21/73 Div. 2

Population: 1967 520 1972 790

Street Spruce Street and 1st Street from 2nd Street to Hemlock Street

No. previous projects 1

Last project 1969 (year)

Total SCA funds $20,460.64

Funds/capita $25.90

Average/capita $43.15

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel x Concrete ___

Shoulder-shoulder width: — feet

Surface width: 16-18 feet, R/W width: 60' feet

C-C width: — feet,

Remarks:

PROPOSED

Surfacing: A.C. x Oil ___ Other ___

Pave. width: 24 feet, Shoulder width 48 feet, C-C width: — feet

BASE DESIGN: A.C. 3 inches, ~~Leveling~~ [illegible] 6 inches, Q.Run Base 12 inches

Lime T.S.G. ___ inches, Blanket — inches, P.M.B.B. ___ inches

Length: 0.16 mile, 850 feet. Type curb: —

Remarks:

ESTIMATE

Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff.	all	all	$ L.S.	$ [illegible]
($500-$1,000)	all	all	L.S.	[illegible]
Clearing & grubbing	c.y.	600	5.00	
~~General excavation~~ [illegible]	sq. yd.	—	—	
Concrete sidewalks	c.y.	—	5.00	216
Trench excavation	M-gal.	77	[illegible]	156
Watering	c.y.	25	[illegible]	
Level material (3/4-0)	c.y.	—		[illegible]275
Base material [illegible]	ton	[illegible]	[illegible]	2,625
Asphalt	all	500	[illegible]	[illegible]
Binder	each	all	L.S.	700
Concrete inlets [illegible]	lin. ft.	[illegible]	7.00	2,100
~~Culvert~~ pipe [illegible]	c.y.	[illegible]	—	—
Concrete curbs	[illegible]	—	4.00	[illegible]
Quarrying [illegible]		[illegible]	—	[illegible]
Finishing [illegible]		[illegible]		

*Items include 10% allowance

Total $[illegible]

Perm. signing ($100/intersection) [illegible]

Flagging [illegible]

Total $[illegible]

Engineering & contingencies (20%) [illegible]

Total $32,416

City's estimated share of survey [illegible]

TOTAL ESTIMATED COST $3[illegible]865

8-31-43

[illegible]

[illegible] M[illegible], [illegible] data [illegible]. [illegible]

[illegible]

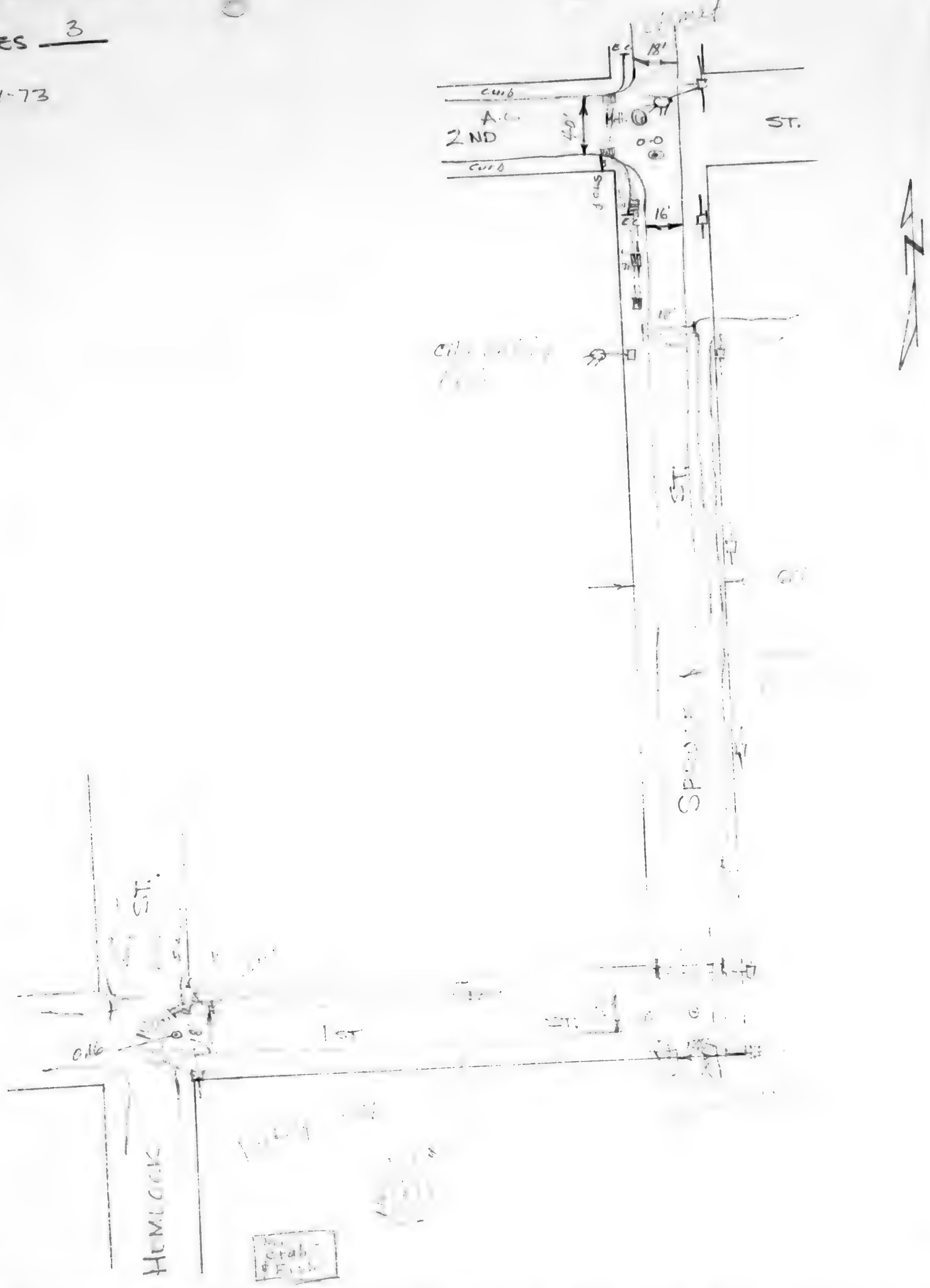
[illegible]

[illegible]

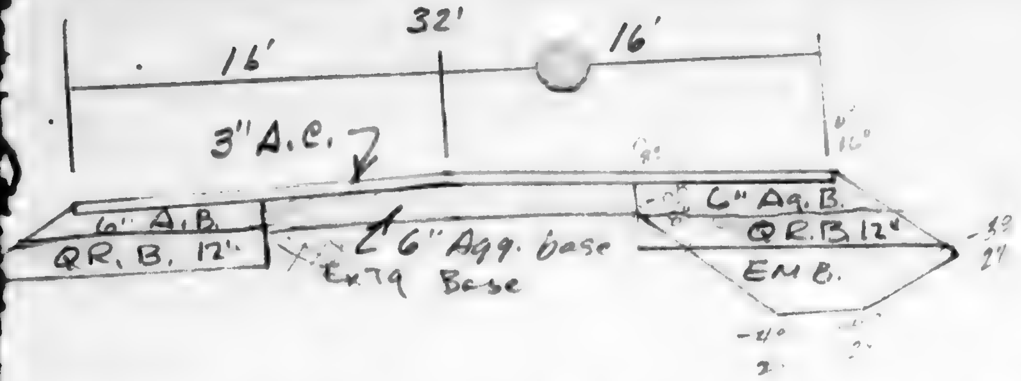
CANNON BEACH

CTURES 3

8-21-73


curb
A.C.
2ND
40'
curb
18'
CC
16'
ST.
ST.
SPRUCE
1ST
0.16
ST.
HEMLOCK
Crab
Fish

CANNON BEACH
8-27-73
0.16 miles
850'


32'
16'
16'
3" A.C.
6" A.B.
QR. B. 12"
6" Agg. base
Exta Base
6" Ag. B.
QR.B. 12"
EMB.

Emb. in Place: $3' \times \frac{9' \times}{27} 600' \times 1.1 =$ 660 C.Y.

Tr. Exc. = $270 \times \frac{3.5}{27} \times 2.0 \times 1.1 =$ 77 C.Y.

Agg. Base = $0.5 \times \frac{34' \times}{27} 850 \times 1.4 =$ 770 C.Y.

Quarry Run Base: $1.0 \times \frac{22' \times}{27} 850' \times 1.1 =$ 760 C.Y.

Watering: [illegible] × 770 × 1.1 = 35 M. Gal

A.C. = 64.2 × 8.5 [illegible]

Binder = 700 × [illegible] × 0.16 # [illegible]

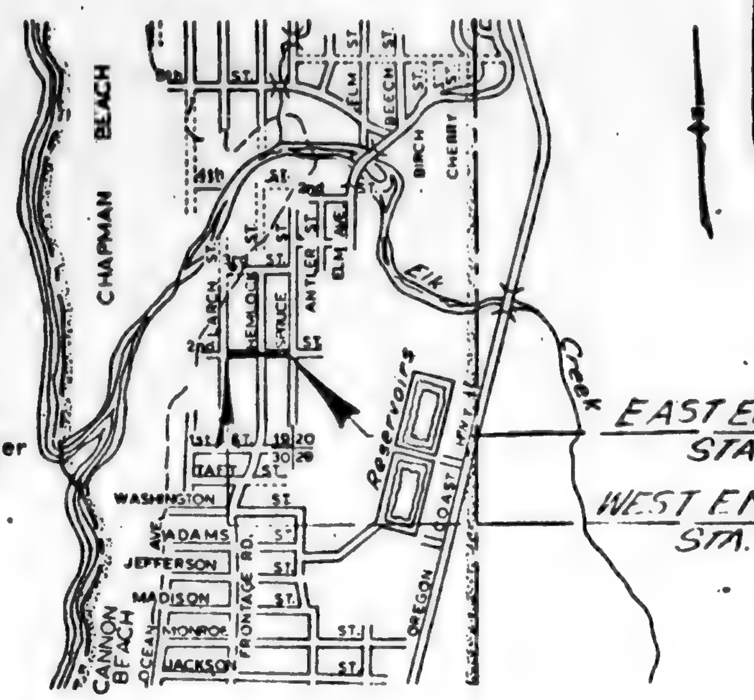
[illegible] 4

Sewer [illegible] 18' [illegible]

CANNON BEACH

PRELIMINARY COPY
APR 2 5 1969
SUBJECT TO CHANGE
FINAL DESIGN SECTION

Note: Const. 4 Type
Remove 7 Extg
Abandon Extg
Remove Extg.

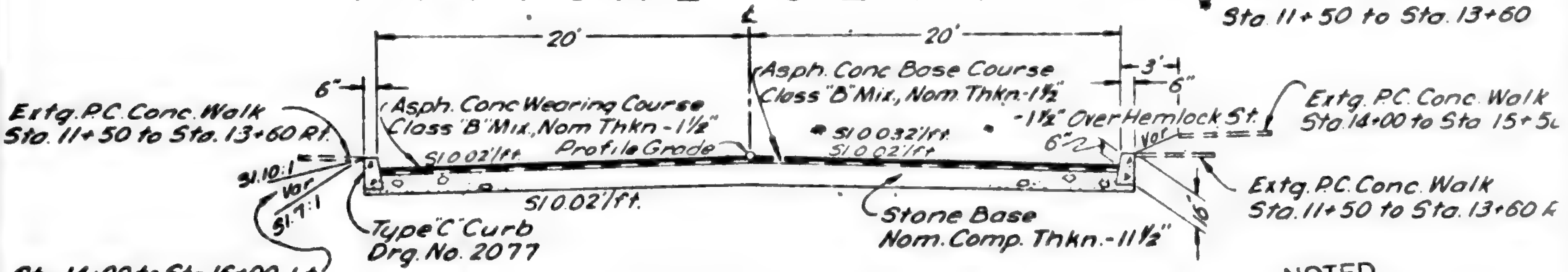

PACIFIC OCEAN
CHAPMAN BEACH
Kramer Point
5th ST.
4th ST.
3rd ST.
2nd ST.
1st ST.
ELM ST.
BEECH ST.
BIRCH
CHERRY
LARCH ST.
HEMLOCK
SPRUCE
ANTLER
ELM AVE
Elk Creek
Reservoirs
TAFT ST.
WASHINGTON ST.
ADAMS ST.
JEFFERSON ST.
MADISON ST.
MONROE ST.
JACKSON ST.
OCEAN AVE.
FRONTAGE RD.
OREGON COAST HWY.
CANNON BEACH
EAST END OF PROJECT STA. 16+55
WEST END OF PROJECT STA. 11+50

Sketch Map

Scale 0 800 1600 Feet

Pipe Data:
Storm Sew. Pip
Galv. Steel, 16 C
Asbestos Pro

TYPICAL SECTION


Sta. 11+50 to Sta. 13+60
20'
20'
6"
3'
6"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.-1½"
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.-1½"
Extg. P.C. Conc. Walk Sta. 11+50 to Sta. 13+60 Rt.
Sl. 0.02'/ft.
Profile Grade
Sl. 0.032'/ft.
Sl. 0.02'/ft.
-1½" Over Hemlock St.
Extg. P.C. Conc. Walk Sta. 14+00 to Sta. 15+5
6"
Var.
Sl. 10:1
Var.
Sl. 7:1
Sl. 0.02'/ft.
Stone Base Nom. Comp. Thkn.-11½"
16"
Extg. P.C. Conc. Walk Sta. 11+50 to Sta. 13+60
Type "C" Curb Drg. No. 2077
Sta. 14+00 to Sta. 16+00 Lt.

Sta. 11 + 50 to Sta. 16 + 55

NOTED
RICHARD UNREIN

APPROVED
CITY OF CANNON BEACH
BY MAYOR Gerald R. Gower
BY RECORDER
DATE April 30, 1969

RECEIVED
MAY 1 - 1969
ENGINEER
COUNTY & CITY DIVISION

Cannon Beach (2nd St.) S[illegible]ion
Grading and Paving

Sheet No. 1

NO.	ITEM AND	QUANTITY	UNIT	UNIT PRICE	AMOUNT
001	GENERAL EXCAVATION	1.000	LUMP SUM	3,000.0000	3,000.00
002	1IN-0 MATERIAL IN BASE 11-1/2 THICK	2,530.000	SQ YDS	2.6500	6,704.50
003	CLASS B ASPHALT CONCRETE 3-INCHES THICK	2,400.000	SQ YDS	2.5000	6,000.00
004	12-INCH STORM SEWER PIPE	490.000	LIN FT	5.6000	2,744.00
005	CONCRETE INLETS TYPE CG-1	4.000	ONLY	200.0000	800.00
006	ADJUSTING MANHOLES	2.000	ONLY	25.0000	50.00
007	CONCRETE CURBS	970.000	LIN FT	3.0000	2,910.00
008	AC CONC STREET CONNECTIONS	4.000	ONLY	50.0000	200.00

PALMBERG PAVING COMPANY INC
SEASIDE

Total Amount of Contract 22,408.50

OREGON STATE HIGHWAY DEPARTMENT
GRADING & PAVING
CANNON BEACH (2ND ST.) SECTION
CITY STREET
CLATSOP COUNTY

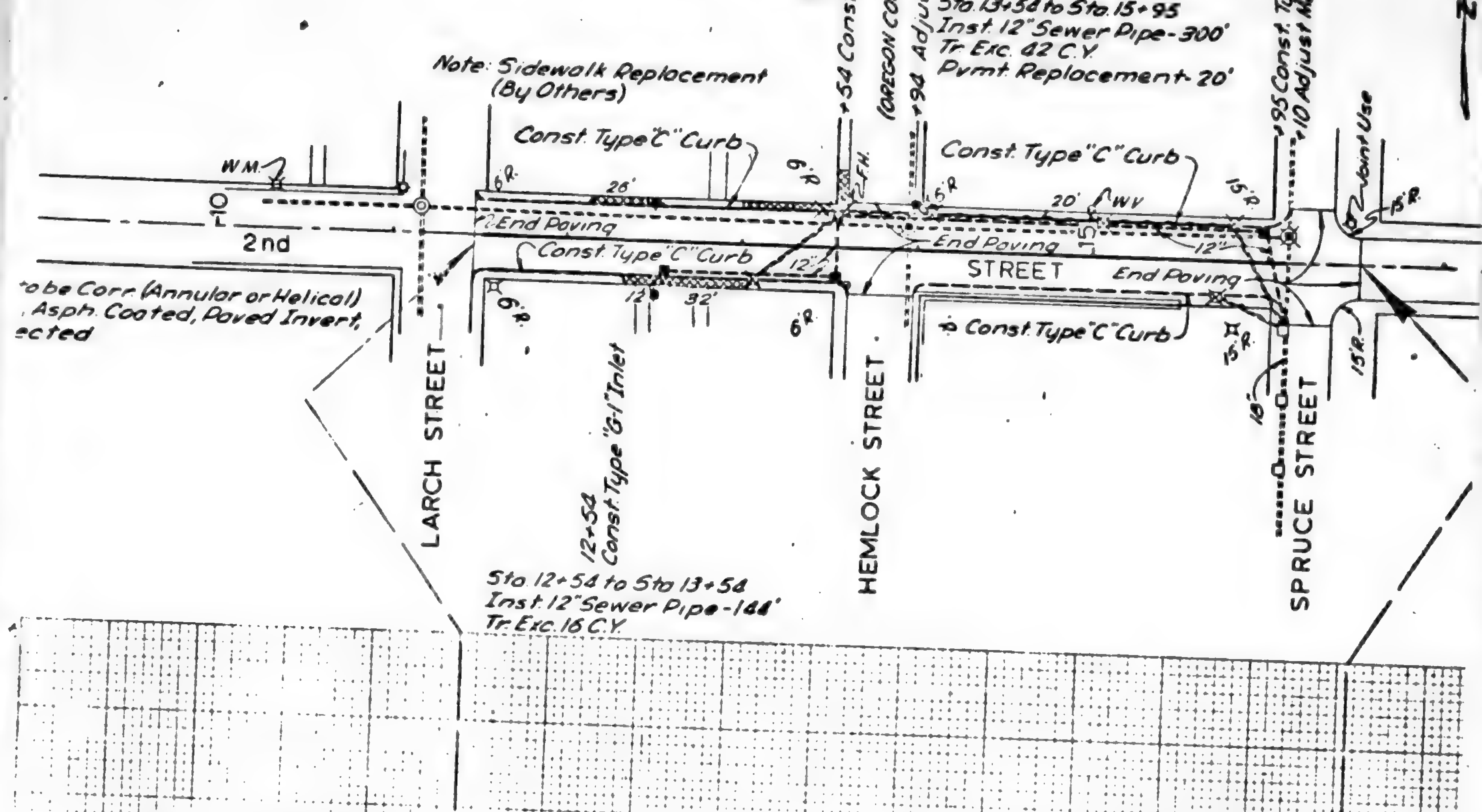
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE
8	OREGON	STATE	

CANNON BEACH

IM" Driveways, Shown Thus I‒‒‒I (W) Asph.
Conc. Inlets, Shown Thus ☒ (Cl. & Gr.)
Sewer Pipe, Shown Thus
C.C. Walk, Shown Thus ▨ (Cl. & Gr.)

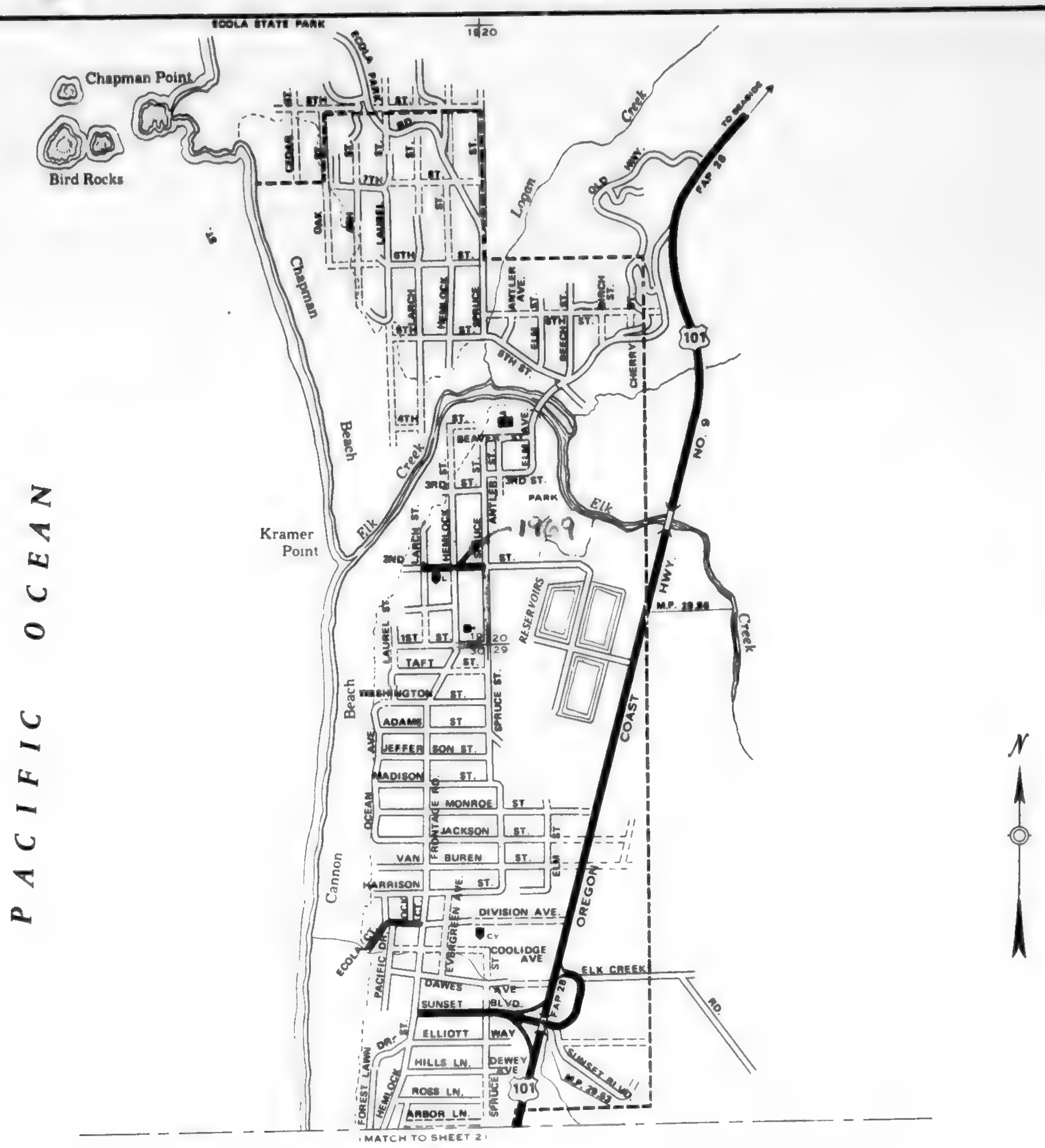
NOTED
H. S. COX

NOTED
R. B. [illegible]



+54 Const. 2 Type "G-1" Inlets
(OREGON COAST HIGHWAY ALTERNATE)
+94 Adjust Manhole
Sta. 13+54 to Sta. 15+95
Inst. 12" Sewer Pipe - 300'
Tr. Exc. 42 C.Y.
Pvmt. Replacement - 20'
+95 Const. Type "G-1" Inlet
+10 Adjust Manhole
Joint Use
N
Note: Sidewalk Replacement (By Others)
Const. Type "C" Curb
Const. Type "C" Curb
W.M.
6'R.
26'
6.0'
F.H.
5'R.
20'
WV
15'R.
8'R.
10
2nd
End Paving
End Paving
STREET
End Paving
Const. Type "C" Curb
12'
12'
32'
12'
6'R.
Const. Type "C" Curb
15'R.
15'R.
18'
to be Corr. (Annular or Helical) Asph. Coated, Paved Invert, ected
LARCH STREET
12+54 Const. Type "G-1" Inlet
HEMLOCK STREET
SPRUCE STREET
Sta. 12+54 to Sta. 13+54
Inst. 12" Sewer Pipe - 144'
Tr. Exc. 16 C.Y.
Match Extg. Pvmt.
Ground Line @ ℄
15
10
5
10.44
14½"
9.60
9.13
9.08
8.36
No V.C.
-0.840
No V.C.
-0.4273
No V.C.
No V.C.
Finish Grade @ ℄
-0.3054
Match Extg. Pvmt.
No V.C.
-0.200
-0.200
+50
Subgrade
FL. 12" Sewer Pipe
14½"
Extg. Inlet
WEST END OF PROJECT STA. 11+50
+50
+54 FL. 6.72
+60
+54 FL. 6.52 FL. 6.43
+90
+95 FL. 5.95
+25
EAST END OF PROJECT STA. 16+55
Exc. 820 (Excess)
Exc. 40
Emb. 34
10
15

NOTED
DON HAWE


ECOLA STATE PARK
Chapman Point
Bird Rocks
PACIFIC OCEAN
Chapman
Beach
Kramer Point
Cannon
Beach
Elk Creek
Logan Creek
OLD HWY.
FAP 28
101
NO. 9
OREGON COAST HWY.
M.P. 29.86
RESERVOIRS
PARK
1969
8TH ST.
7TH
6TH ST.
5TH ST.
4TH ST.
3RD ST.
2ND ST.
1ST ST.
TAFT ST.
WASHINGTON ST.
ADAMS ST
JEFFERSON ST.
MADISON
MONROE ST
JACKSON ST.
VAN BUREN ST.
HARRISON ST.
DIVISION AVE
COOLIDGE AVE
DAWES AVE
SUNSET BLVD.
ELLIOTT WAY
HILLS LN.
ROSS LN.
ARBOR LN.
DEWEY AVE
CEDAR
OAK
LAUREL ST.
LARCH ST.
HEMLOCK ST.
SPRUCE ST.
ANTLER AVE.
ELM ST.
BEECH
BIRCH ST.
CHERRY
BEAVER
OCEAN AVE
FRONTAGE RD.
EVERGREEN AVE
PACIFIC DR.
FOREST LAWN
ECOLA
ELK CREEK RD.
SUNSET BLVD.
M.P. 29.83
CY
(MATCH TO SHEET 2)
N

T4N T5N R10W W.M.

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN
- INTERSTATE NUMBERED ROUTE (FAI)
- U.S NUMBERED ROUTE
- STATE NUMBERED ROUTE

●	POST OFFICE	●	PUBLIC BLDG
●	SCHOOL	CY	CITY HALL
○	CITY CENTER	CT	COURT HOUSE
●	R.R. DEPOT	A	ARMORY
▬ ▬ ▬	CITY LIMITS	L	LIBRARY

CANNON BEACH

CLATSOP COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

Population 779

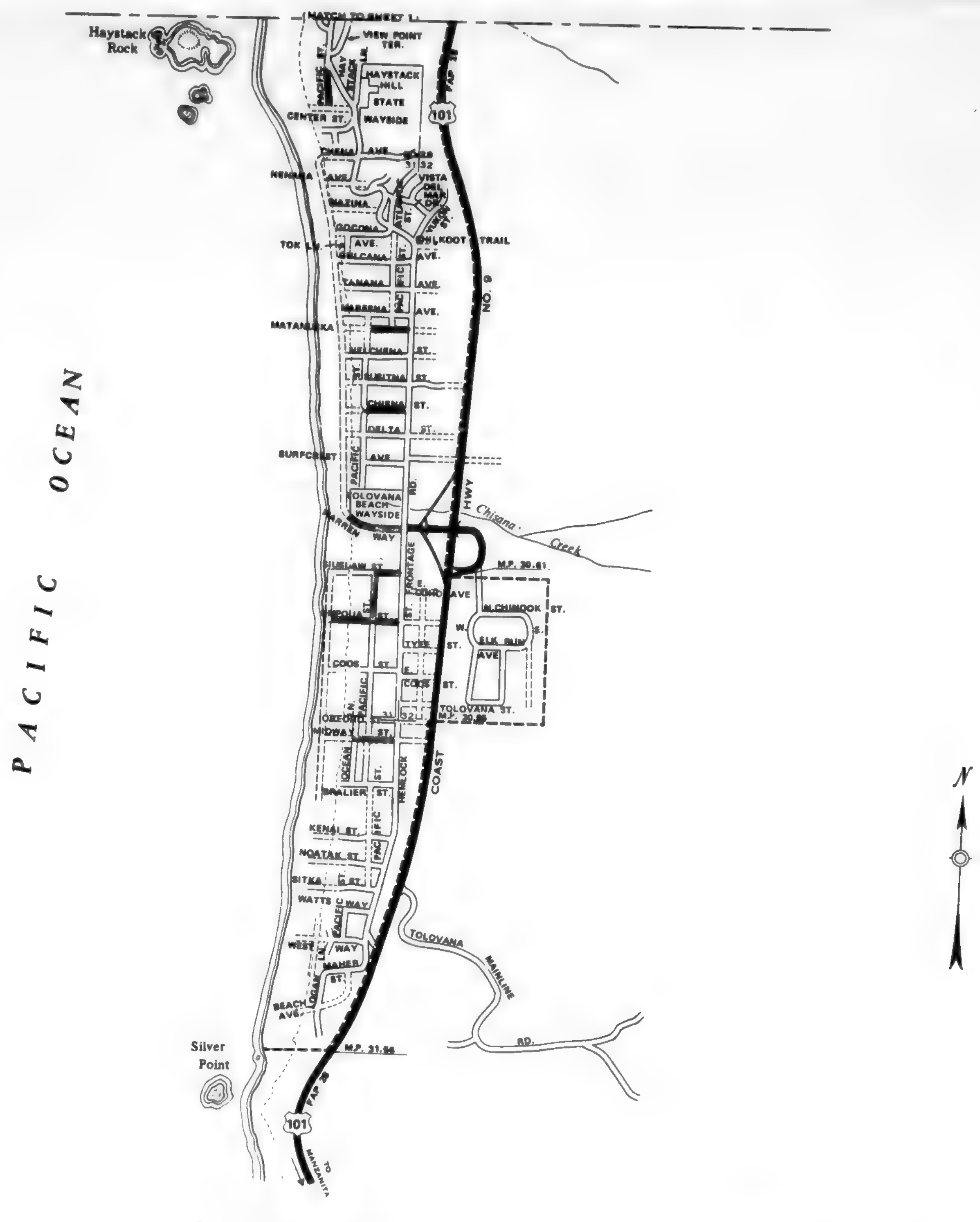
Scale in Feet

SHEET ARRANGEMENT
1
2

Revised December 1970

[illegible] WITHIN CITY LIMITS [illegible]

SHEET 1 OF 2 SHEETS


MATCH TO SHEET 1
Haystack Rock
VIEW POINT TER.
PACIFIC ST.
HAYSTACK LN.
HAYSTACK HILL STATE WAYSIDE
CENTER ST.
CHENA AVE.
31 32
NENANA AVE.
VISTA DEL MAR DR.
MAZUNA
ATLIN ST.
YUKON ST.
COCONA AVE.
TOK LN.
CHILKOOT TRAIL
GELCANA AVE.
TANANA AVE.
PACIFIC ST.
NO. 9
MARESNA AVE.
MATANUSKA
NELCHENA ST.
SUSITNA ST.
CHISNA ST.
DELTA ST.
SURFCREST AVE.
PACIFIC
PACIFIC OCEAN
TOLOVANA BEACH WAYSIDE
RD.
HWY
Chisana Creek
WARREN WAY
SIUSLAW ST.
FRONTAGE
M.P. 30.61
E. CHINOOK AVE
N. CHINOOK ST.
UMPQUA ST.
W. E.
ELK RUN AVE
TYEE ST.
COOS ST.
E. COOS ST.
N. PACIFIC
TOLOVANA ST.
OREGON ST. 31 32
M.P. 30.85
MIDWAY ST.
OCEAN
ST.
HEMLOCK
COAST
BRALIER ST.
KENAI ST.
PACIFIC
NOATAK ST.
SITKA ST.
WATTS WAY
PACIFIC
TOLOVANA MAINLINE RD.
WEST WAY
MAHER ST.
LOGAN LN.
BEACH AVE.
M.P. 31.56
Silver Point
FAP 38
101
TO MANZANITA
N

T4N T5N R10W W.M.

LEGEND

- FAI FEDERAL AID INTERSTATE SYSTEM
- FAP FEDERAL AID PRIMARY SYSTEM
- FAS FEDERAL AID SECONDARY SYSTEM-STATE
- FAS FEDERAL AID SECONDARY SYSTEM-COUNTY
- FAS OTHER FEDERAL AID SECONDARY-LOCAL
- FA TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

●	POST OFFICE	●	PUBLIC BLDG.
●	SCHOOL	CY	CITY HALL
○	CITY CENTER	CT	COURT HOUSE
●	R.R. DEPOT	A	ARMORY
▬ ▬	CITY LIMITS	L	LIBRARY

CANNON BEACH
CLATSOP COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

Population 779

Scale in Feet

Revised December 1970

SHEET ARRANGEMENT
1
2

SHEET 2 OF 2 SHEETS

90 2

SCA

RECEIVED
COUNTY & CITY SECTION
APR 27 1973
☐ ENGR. ☑ COOR. ☐ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

CITY OF CANNON BEACH

"The Beach of a Thousand Wonders"

CANNON BEACH,
OREGON

April 26, 1973

H. S. Cox, County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97210

Re: Annual Special City
Allotment Fund

Dear Mr. Cox:

It is the desire of the City of Cannon Beach to submit supplemental information to our enclosed application for the Special City Allotment Program.

The Spruce and First Streets project as submitted is and has been our top priority for improvement. It is felt by the community that completion of this project would greatly benefit all concerned.

In recent years, especially during the summer season, the business district of Cannon Beach, on Alternate Highway 101, has experienced a tremendous traffic volume increase. This can be attributed to many factors, but several are beyond the ability of the City to rectify within their own means.

With the close proximity of several State Parks, (Ecola, Tolovana Waysides, Hug Point, and Oswald West), the users of these facilities naturally get their supplies, fuel, groceries, etc., in Cannon Beach, adding to the traffic flow.

The exclusion of vehicular traffic from the beach opposite the business district also has placed a burden on the street traffic and parking. These and other factors prompted the City to again submit this application, with the hope that approval of the project would provide a by-pass of sorts to the core area for north-south traffic.

See page 4

Also, the City has dedicated a large amount of public parking contiguous to the project which would provide access to parking that is needed in this area to solve some of the problems outlined.

✓

The completion of this project is felt vital to the City to take care of our summer visitors and we feel it certainly qualifies under the program criteria.

If the Highway Commission would like a representative of the City to detail the project personally, we would be most happy to accommodate them at their convenience.

Your favorable consideration will be much appreciated.

Very truly yours,

CITY OF CANNON BEACH

Mae McCoy

City Recorder

mm
enc.

SCA

PROJECT DATA, CITY OF CANNON BEACH Date April 26, 1973

To be financed by Special City Allotment Fund and necessary city funds.

Street name Spruce Street and First Street
(Locate project on attached map.)

Project length 800 feet, approx.

DESIRED STREET SECTION:

Standard roadway; width of travel way: ~~30~~ 24 feet, width of shoulders: 5 4 Paved feet

Curbed section; width curb to curb: 0 feet

Remarks

Surface now in place: Oil ____ Paving ____ Gravel XX

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No XX

State to furnish right-of-way descriptions? Yes ____ No XX

Give width of intersecting streets: Second Street - 50'; First Street - 60'

Are intersecting streets curbed? Yes XX No ____ on Second Street only

Remarks Curbs will not be required on Spruce Street or First Street

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No XX

Width between present curbs: ____ feet

City to construct curbs? Yes ____ No XX

To be constructed as part of project? Yes ____ No XX

Length of desired radius on curb returns: ____ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: No curbs to be constructed

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APR 27 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SIDEWALKS (All new sidewalks to be constructed at City's expense.) - - - - - -

Are sidewalks now in place? Yes____ No XX

Present sidewalks, Length: ________feet; Width:________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No XX

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No XX ; Width: _______feet

Remarks____

____

STORM SEWERS -

Now in place? Yes XX No____

If yes, are they adequate for increased flow? Yes XX No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No XX but will move if necessary

To be constructed as part of project? Yes____ No XX

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes XX No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 4 feet on portion of First Street

Remarks No sewer line on Spruce Street

____

____

WATER MAINS: (City to adjust if required.)

Now in place? Yes XX No ___

If yes, how deep from present surface? 3' to 5' feet approx.

Remarks ______

DRIVEWAYS: (~~All driveway construction beyond curb line to be at city's expense.~~)

** To be constructed as part of project? Yes XX No ___

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ______

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted? Yes ___ No XX (If yes, please include copy of ordinance.)

** Remarks Due to City Parking lots on west side of Spruce Street and possible extension of same, details would be discussed with Highway personnel before being finalized.

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No XX

Electric poles? Yes XX No ___

Which company? Pacific Power & Light Company
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes XX No ___

Which company? U. S. Coast Guard

Railroad tracks? Yes ___ No XX

Which company? ______

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ______

SCA

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? **Yes** ___ **No** ✓

Clearing? **Yes** ___ **No** ✓

Base rock? **Yes** ___ **No** ✓

Concrete curbs? **Yes** ___ **No** ✓

Driveways? **Yes** ___ **No** ✓

Remarks Spruce Street and First Street are both graded, cleared, and have base rock, and are in use some.

GENERAL INFORMATION:

Are city finances available? **Yes** ___ **No** XX May have funds to participate

✓ **When available? Date** The City does not have funds to do this project, but it is desirable that it be done. We would like to implement a one way grid in the downtown area, especially in the summer months.

Has city established grade on street? **Yes** ___ **No** XX (except by use.)
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: Vacant lots immediately adjoining the proposed project on the west and/or the east of Spruce Street; and east Second Street nearby.

General remarks: This project would be contiguous with the Second Street
✓ Project which was done by the Highway Commission a few years ago, and we would like to have the street improved for better traffic flow in the summer which has greatly increased the past few years.

CITY OF CANNON BEACH

By Gerald R. Gower
Mayor

By Wm. McCoy
City Recorder or ~~City Manager~~

Note: The City does not have an engineer

By ___
City Engineer

SCA

RECEIVED
COUNTY & CITY SECTION
FEB 15 1973
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

RESOLUTION 73-1.

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Cannon Beach is an incorporated city of the State of Oregon and has a population of 790 as given by the latest official census; and

WHEREAS, the following streets of said city,

Spruce Street, south from the Second Street Intersection to First Street intersection, and

First Street, between Spruce Street and Hemlock Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are 'receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

:c-50, 1959 Rev.)

4. That the City of Cannon Beach does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Miss Janet Rekate as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 5th day of February, 1973.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Cannon Beach at a regular or special meeting of said Council, held on the 5th day of February, 1972, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 5th day of February, 1973.

CITY OF CANNON BEACH
Mae McCoy
City Recorder

(cc-50, 1959 Rev.)

9024 Silver Point Slide Sec. 1974
Oregon Coast Highway ■
(Slide Correction Proj.)

C/A 4949 3-12-74
5-16-74

8c24. 15

STATE C~~~~Y

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 0-11-1
PROJECT REPORT NUMBER
MODIFICATION NUMBER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-26-76

Form Approved; O M B No. 04-R2089
State Oregon
County Clatsop
Project Number ER-281(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 23 July 15, 19~~76~~ 74 Ch., is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,139,193.00	$ 1,162,193.00
Federal funds	$ 1,139,193.00	$ 1,162,193.00
Other revisions		

This modification is made for the following reasons:
To include funds to cover preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of October, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

G. File

Oregon State Highway Division
Salem, Oregon October 14, 1976

Federal Aid Project
No. ER-281(4)

SILVER POINT SLIDE
OREGON COAST HIGHWAY
CLATSOP COUNTY

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$183,000.00
	Total	$183,000.00

Type Code 6201
Temporary Repairs (State Forces)

Labor	All Required	$ 49,002.00
Equipment	" "	12,050.00
Material	" "	33,201.00
Standby Grader (15 Weeks)	" "	53,355.00
Outside Equipment Rental	" "	42,540.00
	Total	$190,148.00

Type Code 6201 (First Contract)
Roadway (Sta. 387+50 to Sta. 409+07.23 Bk. = Sta. 409+42.45 Ah. to Sta. 410+00)

Mobilization	All	Required		$ 23,625.75
Temporary Prot. & Direction of Traffic	"	"		3,100.00
Temporary Signs	270	sq.ft.	4.80	1,296.00
Temporary Plastic Safety Markers	12	only	41.00	492.00
Flagmen	380	hour	11.30	4,294.00
Clearing & Grubbing	20	acre	2,000.00	40,000.00
Selective Tree Cutting	60	only	3.00	180.00
Removal of Structures & Obstructions	All	Required		1,000.00
Ditch Excavation	30	cu.yd.	3.90	117.00
General Excavation	58,200	cu.yd.	2.18	126,876.00
Rock Embankment	4,500	cu.yd.	6.00	27,000.00
Trench Excavation	800	cu.yd.	3.90	3,120.00
Tractor with Dozer	80	hour	45.00	3,600.00
Obliteration of Roadway	All	Required		500.00
Watering	80	M-gal.	1.00	80.00
1"-0 Aggregate Base	2,260	ton	7.00	15,820.00
Class "C" Asphalt Concrete	760	ton	20.00	15,200.00
12-inch Culvert Pipe	80	lin.ft.	10.00	800.00
18-inch " "	70	" "	10.00	700.00
36-inch " "	80	" "	21.50	1,720.00

Concrete Manhole	1 only	800.00	800.00
Concrete Inlets, Type D	1 "	280.00	280.00
Corr. Metal Catch Inlets	36	365.00	13,140.00
8 -inch Drain Pipe	7,600 lin.ft.	5.15	39,140.00
12-inch " "	1,950 " "	7.15	13,942.50
15-inch " "	830 " "	11.20	9,296.00
18-inch " "	60 " "	20.00	1,200.00
Special Filter Material in Drains	660 cu.yd.	6.80	4,488.00
Metal Pipe Slope Anchors	130 only	50.00	6,500.00
Guardrail, Type 2A	330 lin.ft.	17.10	5,643.00
Guardrail Anchors, Type 1	1 only	250.00	250.00
Guardrail Anchors, Type 2	1 "	305.00	305.00
Rail End Pieces, Type C	1 "	128.00	128.00
Guide Posts	16 "	18.00	288.00
Roadside Seeding and Fertilizing	30 acre	225.90	6,777.00
			$371,698.25

Additional Items

Slide Correction	All Required	$ 50,000.00
Construct Horizontal Drains	" "	40,000.00
Permanent Striping	" "	200.00
Temporary Erosion Control	" "	2,000.00
Drainage of Springs	" "	20,000.00
Mulching	" "	12,000.00
On-the-Job Trainees (1 @ $800)	" "	800.00
		$125,000.00
	Subtotal	$496,698.25
	Engineering	67,053.75
	TOTAL	$563,752.00

Type Code 6201 (Second Contract)
Roadway (Sta. 382+50 to Sta. 398+00)

Mobilization	All Required		$ 5,000.00
Temporary Prot. & Direction of Traffic	" "		6,000.00
Temporary Signs	340 sq.ft.	7.00	2,380.00
Flagmen	400 hour	15.00	6,000.00
Pilot Car	80 "	17.50	1,400.00
General Excavation	22,000 cu.yd.	2.25	49,500.00
Trench Excavation	120 cu.yd.	6.00	720.00
Tractor with Dozer	30 hour	50.00	1,500.00
Watering	16 M-gal.	20.00	320.00
Aggregate Base	1,000 ton	5.54	5,540.00
Class "C" Asphalt Concrete	1,720 "	21.50	36,980.00
8 -inch Culvert Pipe	110 lin.ft.	4.50	495.00
12-inch " "	168 " "	8.00	1,344.00

8 -inch Slip Joints	1 only	100.00	100.00
12-inch " "	4 "	105.00	420.00
Concrete Inlets, Type G-1	1 "	375.00	375.00
Install Metal Inlets	3 "	50.00	150.00
8 -inch Drain Pipe	600 lin.ft.	5.00	3,000.00
Special Filter Material in Drains	110 cu.yd.	15.00	1,650.00
Salvage & Reinstall Concrete Barrier	250 lin.ft.	11.90	2,975.00
Install Concrete Barrier	325 " "	13.56	4,407.00
Concrete Barrier Terminal	2 only	550.00	1,100.00
Adjusting Manholes	2 "	265.00	530.00
Adjusting Inlets	2 "	120.00	240.00
Roadside Seeding & Mulching	8 acre	632.00	5,056.00
			$137,182.00

Anticipated Items			
Slide Correction (E.W.	All Required		$ 20,000.00
Permanent Signing (S.F.)	" "		1,000.00
Permanent Pavement Striping (S.F.)	" "		1,000.00
Stage Construction Striping (S.F.)	" "		500.00
Temporary Erosion Control (E.W.)	" "		2,500.00
Horizontal Drains (S.F.)	" "		30,000.00
Reflectors on Concrete Barriers	" "		200.00
Remove & Construct Curbs (S.F.)	" "		1,000.00
State-furnished Concrete Barriers (S.F)	325 lin.ft.	4.50	1,462.50
State-furnished Slope Anchors (S.F.)	8 only	35.00	280.00
State-furnished Metal Inlets (S.F.)	3 "	261.00	783.00
			$ 58,725.50
	Subtotal		$195,907.50
	Engineering		29,385.50
	TOTAL		$225,293.00

Length of Roadway (First Contract - - - 0.420 Mile
Cost of Roadway Per Mile- - - - - - - - - $1,342,266.67

Length of Roadway (Second Contract) - - 0.294 Mile
Cost of Roadway Per Mile- - - - - - - - $766,302.72

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
P.E.	$ 183,000	$ 183,000
Temporary Repairs	190,148	190,148
Permanent Repairs (Contract No. 8024)	563,752	563,752
Permanent Repairs (Contract No. 8361)	225,293	225,293
TOTALS	$1,162,193	$1,162,193

1st Contract	2nd Contract
Group 1 - 100%	Group 1 - 100%
Contract No. 8024	Contract No. 8361
Prefix: 4-1013	Prefix: 4-1020

Prefix: 4-1922 P.E.
Prefix: 4-1410-01 P.E.

8024

STATE COPY

15

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clatsop
MODIFICATION NUMBER 1	6-7-76	Project Number ER-281(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 15, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 860,900	$ 1,139,193
Federal funds	$ 860,900	$ 1,139,193
Other revisions		

This modification is made for the following reasons: To include additional contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of June, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 898-313

[illegible]

Oregon State Highway Division
Salem, Oregon, June 9, 1976

Federal-aid Project
No. ER-281(4)

SILVER POINT SLIDE
OREGON COAST HIGHWAY
CLATSOP COUNTY

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$160,000.00
	Total	$160,000.00

Type Code 6201
Temporary Repairs (State Forces)

Labor	All Required	$ 49,002.00
Equipment	All Required	12,050.00
Material	All Required	33,201.00
Standby Grader (15 Weeks)	All Required	53,355.00
Outside Equipment Rental	All Required	42,540.00
	Total	$190,148.00

Type Code 6201 (First Contract)
Roadway (Sta. 387+50 to Sta. 409+07.23 Bk. = Sta. 409+42.45 Ah. to Sta. 410+00)

Mobilization	All	Required		$ 23,625.75
Temporary Protection and Direction of Traffic	All	Required		3,100.00
Temporary Signs	270	sq.ft.	4.80	1,296.00
Temporary Plastic Safety Markers	12	only	41.00	492.00
Flagmen	380	hour	11.30	4,294.00
Clearing and Grubbing	20	acre	2,000.00	40,000.00
Selective Tree Cutting	60	only	3.00	180.00
Removal of Structures and Obstructions	All	Required		1,000.00
Ditch Excavation	30	cu.yd.	3.90	117.00
General Excavation	58,200	cu.yd.	2.18	126,876.00
Rock Embankment	4,500	cu.yd.	6.00	27,000.00
Trench Excavation	800	cu.yd.	3.90	3,120.00

Tractor with Dozer	80	hour	45.00	3,600.00
Obliteration of Roadway	All	Required		500.00
Watering	80	M-gal.	1.00	80.00
1" - 0 Aggregate Base	2,260	ton	7.00	15,820.00
Class "C" Asphalt Concrete	760	ton	20.00	15,200.00
12-inch Culvert Pipe	80	lin.ft.	10.00	800.00
18-inch Culvert Pipe	70	lin.ft.	10.00	700.00
36-inch Culvert Pipe	80	lin.ft.	21.50	1,720.00
Concrete Manhole	1	only	800.00	800.00
Concrete Inlets, Type D	1	only	280.00	280.00
Corr. Metal Catch Inlets	36	only	365.00	13,140.00
8-inch Drain Pipe	7,600	lin.ft.	5.15	39,140.00
12-inch Drain Pipe	1,950	lin.ft.	7.15	13,942.50
15-inch Drain Pipe	830	lin.ft.	11.20	9,296.00
18-inch Drain Pipe	60	lin.ft.	20.00	1,200.00
Special Filter Material in Drains	660	cu.yd.	6.80	4,488.00
Metal Pipe Slope Anchors	130	only	50.00	6,500.00
Guard Rail, Type 2A	330	lin.ft.	17.10	5,643.00
Guard Rail Anchors, Type 1	1	only	250.00	250.00
Guard Rail Anchors, Type 2	1	only	305.00	305.00
Rail End Pieces, Type C	1	only	128.00	128.00
Guide Posts	16	only	18.00	288.00
Roadside Seeding and Fertilizing	30	acre	225.90	6,777.00
				$371,698.25

Additional Items		
Slide Correction	All Required	$ 50,000.00
Construct Horizontal Drains	All Required	40,000.00
Permanent Striping	All Required	200.00
Temporary Erosion Control	All Required	2,000.00
Drainage of Springs	All Required	20,000.00
Mulching	All Required	12,000.00
On-the-Job Trainees (1 at $800)	All Required	800.00
		$125,000.00
	Subtotal	$496,698.25
	Engineering	67,053.75
	Total	$563,752.00

Type Code 6201 (Second Contract)
Roadway (Sta. 382+50 to Sta. 398+00)

Mobilization	All	Required		$ 5,000.00
Temporary Protection and Direction of Traffic	All	Required		6,000.00
Temporary Signs	340	sq.ft.	7.00	2,380.00
Flagmen	400	hour	15.00	6,000.00
Pilot Car	80	hour	17.50	1,400.00
General Excavation	22,000	cu.yd.	2.25	49,500.00
Trench Excavation	120	cu.yd.	6.00	720.00
Tractor with Dozer	30	hour	50.00	1,500.00
Watering	16	M-gal.	20.00	320.00
Aggregate Base	1,000	ton	5.54	5,540.00
Class "C" Asphalt Concrete	1,720	ton	21.50	36,980.00
8-inch Culvert Pipe	110	lin.ft.	4.50	495.00
12-inch Culvert Pipe	168	lin.ft.	8.00	1,344.00
8-inch Slip Joints	1	only	100.00	100.00
12-inch Slip Joints	4	only	105.00	420.00
Concrete Inlets, Type G-1	1	only	375.00	375.00
Install Metal Inlets	3	only	50.00	150.00
8-inch Drain Pipe	600	lin.ft.	5.00	3,000.00
Special Filter Material in Drains	110	cu.yd.	15.00	1,650.00
Salvage and Reinstall Concrete Barrier	250	lin.ft.	11.90	2,975.00
Install Concrete Barrier	325	lin.ft.	13.56	4,407.00
Concrete Barrier Terminal	2	only	550.00	1,100.00
Adjusting Manholes	2	only	265.00	530.00
Adjusting Inlets	2	only	120.00	240.00
Roadside Seeding and Mulching	8	acre	632.00	5,056.00
				$137,182.00

Anticipated Items

Slide Correction (E.W.)	All	Required		$ 20,000.00
Permanent Signing (S.F.)	All	Required		1,000.00
Permanent Pavement Striping (S.F.)	All	Required		1,000.00
Stage Construction Striping (S.F.)	All	Required		500.00
Temporary Erosion Control (E.W.)	All	Required		2,500.00
Horizontal Drains (S.F.)	All	Required		30,000.00
Reflectors on Concrete Barriers	All	Required		200.00
Remove and Construct Curbs (S.F.)	All	Required		1,000.00
State-furnished Concrete Barriers (S.F.)	325	lin.ft.	4.50	1,462.50

State-furnished Slope Anchors (S.F.)	8 only	35.00	280.00
State-furnished Metal Inlets (S.F.)	3 only	261.00	783.00
			$ 58,725.50
	Subtotal		$195,907.50
	Engineering		29,385.50
	Total		$225,293.00

Length of Roadway (First Contract) - - - - 0.420 Mile
Cost of Roadway Per Mile - - - - - - - - - - $1,342,266.67

Length of Roadway (Second Contract) - - - 0.294 Mile
Cost of Roadway Per Mile - - - - - - - - - - $ 766,302.72

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
P.E.	$ 160,000	$ 160,000
Temporary Repairs	190,148	190,148
Permanent Repairs (Contract No. 8024)	563,752	563,752
Permanent Repairs (Contract No. 8361)	225,293	225,293
Totals	$1,139,193	$1,139,193

1st Contract	2nd Contract
Group 1 - 100%	Group 1 - 100%
Contract No. 8024	Contract No. 8361
Prefix: 4-1013	Prefix: 4-1020

Prefix: 4-1922 P.E.
Prefix: 4-1410-01 P.E.

8024

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 0-7-28 7-10-36	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE Oregon
		COUNTY Clatsop
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 7-15-74	PROJECT NO. ER-381(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101 5.8 Mi. S. of Cannon Beach Jct.

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING			
PRELIMINARY ENGINEERING		1-14-74	0.42
RIGHTS-OF-WAY			
CONSTRUCTION	Temp. Perm.	1-14-74 5-24-74	0.42
OTHER *(Specify)*			

FUNDS

Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 860,900	$ 860,900

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. J. Smith
(Division Engineer)
for G. L. Green

Date executed by Division Engineer July 15, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. ER-281(4)

SILVER POINT SLIDE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

Salem, Oregon, July 3, 1974

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	$107,000.00
Total	$107,000.00

Type Code 6201
Temporary Repairs

Labor	$ 49,002.00
Equipment	12,050.00
Material	33,201.00
Stand-by Grader (15 weeks)	53,355.00
Outside Equipment Rental	42,540.00
Total	$190,148.00

Type Code 6201
Roadway (Sta. 387+50 to Sta. 409+07.23 BK = Sta. 409+42.45 Ah to Sta. 410+00)

Mobilization	All	Required		$ 23,625.75
Temporary Protection and Direction of Traffic	All	Required		3,100.00
Temporary Signs	270	sq.ft.	4.80	1,296.00
Temporary Plastic Safety Markers	12	only	41.00	492.00
Flagmen	380	hours	11.30	4,294.00
Clearing and Grubbing	20	acres	2,000.00	40,000.00
Selective Tree Cutting	60	only	3.00	180.00
Removal of Structures and Obstructions	All	Required		1,000.00
Ditch Excavation	30	cu.yd.	3.90	117.00
General Excavation	58,200	cu.yd.	2.18	126,876.00
Rock Embankment	4,500	cu.yd.	6.00	27,000.00
Trench Excavation	800	cu.yd.	3.90	3,120.00
Tractor with Dozer	80	hours	45.00	3,600.00
Obliteration of Roadway	All	Required		500.00
Watering	80	M-gal.	1.00	80.00
1" - 0 Aggregate Base	2,260	tons	7.00	15,820.00
Class "C" Asphalt Concrete	760	tons	20.00	15,200.00
12-inch Culvert Pipe	80	lin.ft.	10.00	800.00
18-inch Culvert Pipe	70	lin.ft.	10.00	700.00

36-inch Culvert Pipe	80 lin.ft.	21.50	1,720.00
Concrete Manhole	1 only	800.00	800.00
Concrete Inlets, Type D	1 only	280.00	280.00
Corr. Metal Catch Inlets	36 only	365.00	13,140.00
8-inch Drain Pipe	7,600 lin.ft.	5.15	39,140.00
12-inch Drain Pipe	1,950 lin.ft.	7.15	13,942.50
15-inch Drain Pipe	830 lin.ft.	11.20	9,296.00
18-inch Drain Pipe	60 lin.ft.	20.00	1,200.00
Special Filter Material in Drains	660 cu.yd.	6.80	4,488.00
Metal Pipe Slope Anchors	130 only	50.00	6,500.00
Guard Rail, Type 2A	330 lin.ft.	17.10	5,643.00
Guard Rail Anchors, Type 1	1 only	250.00	250.00
Guard Rail Anchors, Type 2	1 only	305.00	305.00
Rail End Pieces, Type C	1 only	128.00	128.00
Guide Posts	16 only	18.00	288.00
Roadside Seeding and Fertilizing	30 acres	225.90	6,777.00
			$371,698.25

Additional Items

Slide Correction	All Required	$ 50,000.00
Construct Horizontal Drains	All Required	40,000.00
Permanent Striping	All Required	200.00
Temporary Erosion Control	All Required	2,000.00
Drainage of Springs	All Required	20,000.00
Mulching	All Required	12,000.00
On-the-Job Trainees (1 @ $800)	All Required	800.00
		$125,000.00
	Subtotal	$496,698.25
	Engineering	67,053.75
		$563,752.00

Length of Project - - - - - - - - - - - - 0.42 mile

Cost of Roadway Per Mile- - - - - - - - - $1,342,266.67

RETAINED IN PROGRAM STATUS

Pacific Power & Light Co.	All Required	$ 5,000.00
Cannon Beach Water Line	All Required	4,000.00
	Subtotal	$ 9,000.00
	Engineering	1,215.00
	Total	$ 10,215.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
P.E.	$107,000.00	$107,000.00
Temporary Repairs	190,148.00	190,148.00
Permanent Repairs (Contract)	563,752.00	563,752.00
Subtotal	$860,900.00	$860,900.00
Retained in Program	10,215.00	10,215.00
Total	$871,115.00	$871,115.00

Group 1 - 100%

Contract No. 8024

Prefix: 4-1013

8024 9

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

PRO 6-2

April 29, 1976

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BY FINAL DESIGN ENGINEER

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

1 Versteeg ✓
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2 Christensen
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SUBJECT Silver Point Slide Section
Oregon Project No. ER-281(4)
Clatsop County

We are requesting a public interest finding in the State furnishing the following items on the subject project:

State Furnished Concrete Barrier	325 lin.ft.	4.50	1,462.50
State Furnished Slope Anchors	11 only	35.00	385.00
State Furnished Metal Inlets	4 only	261.00	1,044.00

This material remains from previous projects. The concrete barrier was a temporary barrier on the Woodburn-Hayesville Section and is stored in the North Salem Keiser area; the slope anchors and metal inlets were intended to be installed on the first contract of this project but because of the slides condition, it could not be placed at that time, they are stored in the Seaside Maintenance yard. Credits have been made to these projects and charges will be made to the subject project at the above listed amounts.

The contract specifications will require the contractor to use these materials and to pick up and haul the above listed items to the job site.

We feel it is in the public interest to use these products to concerve State funds previously expended as well as concerving energy by using previously produced materials.

DAR:re

cc: J. H. Versteeg ✓ C. G. Swenson
C. T. Keasey D. E. Swan

8034

FORM 81-734-3030

9

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
April 5, 1976
Salem, Oregon

FILE: 4-1013

FROM: Eddie Y. Welsh
REGION II ENVIRONMENTALIST

TO: Memo to the Files

SUBJECT: Silver Point Slide
Oregon Coast Highway
Clatsop County
Re: Disposal Site

On March 31, 1976 I accompanied Mr. Roger Powers, Wildlife Biologist for the Environmental Section, and Chet Anderson, Resident Engineer in Tillamook, on an inspection of the proposed disposal area for the subject project.

The wildlife biologist concurred in my opinion that this is definitely a wet land area surrounding the disposal site. It is also his opinion that the previous disposal of waste material has changed the character of the site within the limits of the actual disposal area from a tree swamp wet land to a wet meadow type of wildlife habitat. As a wildlife habitat, this has had some positive impacts in that it has diversified the types of available habitat for resident wildlife; elk in particular has been benefited.

Disposal of additional waste on top of the existing material would temporarily disrupt this site for wildlife use but in the long run will extend the life of the open meadow type of habitat, as the encroachment of Red Alders and other fast growing shrubs and forbes will be retarded to the extent that the existing growth of this type of vegetation would be destroyed. Generally in this locale, a created open meadow habitat will begin to lose its identity in approximately five years, returning to its original tree swamp type of wet land.

It is my recommendation that material to be wasted be deposited on top of the existing disposal site, that the top of the waste be left flat, seeded and mulched. In the event that additional area is required, the northwesterly side of the disposal site nearest to the haul road could be extended with the least impact on the adjacent wet lands.

Later the same day, Mr. Anderson and a Mr. D. W. Caton from the Corps of Engineers again inspected this disposal site. The following morning Mr. Anderson informed the Region Office that the inspector from the Corps of Engineers had indicated that a permit would not be required for waste disposal on top of the existing spoil pile, but any further expansion into the adjacent wet lands would require a permit.

1 Versteeg ✓
2 Olson
Christensen
Scott
3 Swenson
Savage
4th Copy Trout

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EYW/dea
cc: C. O. Fredrickson
Chet Anderson
Lyle Watson
Roger Powers
Eddie Welsh

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8024

4-1922

9

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: 800 C

April 5, 1976

FROM: Donald E. Keyes
Location Liaison Engineer

TO: FILE

SUBJECT: Waste Area for the Material in Silver Point Slide
Oregon Coast Highway
Clatsop County

I attended a meeting on April 1 regarding the above section. The following people were in attendance:

Paul Riedl	FHWA
C. O. Fredrickson	OSHD
D. O. Christensen	"
Lyle Watson	"
N. E. Mann	"
D. L. Trout	"

The reason for my being at the meeting was to determine if a Corps of Engineer Section 404 permit would be required to extend the waste material into the wet area beyond the limits of the wasted material that was placed approximately two years ago.

On April 2 I talked by telephone to Mr. Roy Brockschink, Chief Regulatory Functions Branch, Corps of Engineers, and explained our problem. He said if Elk Creek overflowed its bank and flooded the area in question, that area is a wetland and would require a permit. Elk Creek would be considered a primary tributary to the ocean which is a navigable body of water. If it could be shown that the area were wet due to other reasons, such as percolation, then there is a possibility that a permit would not be needed.

The same day I talked by telephone to Chet Anderson, Resident Engineer in Tillamook, and was informed that he had been over the ground with a representative of the Corps and was told a permit would be required. Mr. Anderson also confirmed that Elk Creek does flood the area in question and would be considered a wetland.

The project is on the May bid letting schedule and it is not possible to acquire a Corps permit before that date. It is estimated that it would take at least 90 days to get a permit and if during the 30-day advertising of the proposal there was an objection, it could take as long as a year.

It is my recommendation that the alternate plan of placing the waste material from the slide on top of the previously wasted material be used.

CC: Versteeg ✓ I agree
C O Fredrickson

DEK:mc
cc J. H. Versteeg
C. O. Fredrickson ✓

8 [illegible]4

9

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

FILE: 4-1922-901

INTER-OFFICE CORRESPONDENCE
Tillamook, Oregon
April 1, 1976

FROM: C. Anderson
Resident Engineer

TO: File

SUBJECT: Review of City of Cannon Beach's Proposed Waste Areas by Corp of Engineers
Silver Point Slide Correction Project
Oregon Coast Highway
Clatsop County

Those areas proposed by the City of Cannon Beach for the wasting of some of the excess excavation material from the current Silver Point Slide Correction Project was reviewed in the field by Gary Middugh, a city representative; D. W. Caton, Inspector with the Corp of Engineers; and myself on 3/31/76. The City's proposed waste areas are considered by the Corp of Engineers to be "Wet Lands" and Mr. Caton indicated that a permit application would be need to be filed if the proposed fill work would not be completed by July 1, 1976.

The City's Representative indicated that he would submit a permit application as soon as possible.

C. Anderson

C. Anderson
Resident Engineer

cc: Region 2 ✓

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Wolfe

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BY FINAL DESIGN ENGINEER

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cc. Watson
Welsh

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3 Swenson
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Tillamook, Oregon
April 1, 1976

FILE: 4-1922-901

C

FROM: C. Anderson
Resident Engineer

TO: File

SUBJECT: Review of Silver Point Slide Waste Area with Corp of Engineers Inspector
Silver Point Slide Project
Oregon Coast Highway
Clatsop County

The Silver Point Slide Project Waste Area, located east of Highway 101 and north of Elk Creek Road at Cannon Beach, was reviewed with D. W. Caton, Inspector with the Corp of Engineers on 3/31/76. Mr. Caton indicated that no permit would be needed to place more material on top of the existing fill. The existing fill would not be considered to be "Wet Lands".

If our currently planned work would require covering more of the surrounding swamp land, which are considered to be "Wet Lands", then a permit from the Corp of Engineers would be needed.

Also, if the fill covering more of the adjacent swamp was completed before July 1, 1976 no permit from the Corp of Engineers would be needed.

C. Anderson
Resident Engineer

cc: Region 2 ✓

cc Lyle Watson

REFERRED TO

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BY FINAL DESIGN ENGINEER

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 22, 1976

Norman E. Mann

FROM: Norman Mann
Senior Designer

SUBJECT: Silver Point Slide
Oregon Coast Highway
Clatsop County

TO: MEMORANDUM TO THE FILES

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
Anderson
Trout

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Because cost estimates for the remedial construction proposals using rock inlays have been excessively high the Location Section and the Region have looked at some lower cost alternatives. These alternatives were discussed in a meeting held in Frank Terpin's office March 17, 1976.

The Region proposed a drainage ditch type interceptor plan. This proposal would intercept ground water at the upper limit of the existing slide area and carry it off with a 12" drain pipe. (See attached typical section of this proposal). The cost estimate for this proposal was approximately $270,000.

Frank Terpin, Location Engineer, presented two other alternatives described in an attached letter addressed to Frank Terpin from Fred Yarbrough, Soils and Geology Engineer, dated March 15, 1976.

The second alternative described by Mr. Yarbrough was decided upon with a modification to the benching. Attached is the typical section agreed upon.

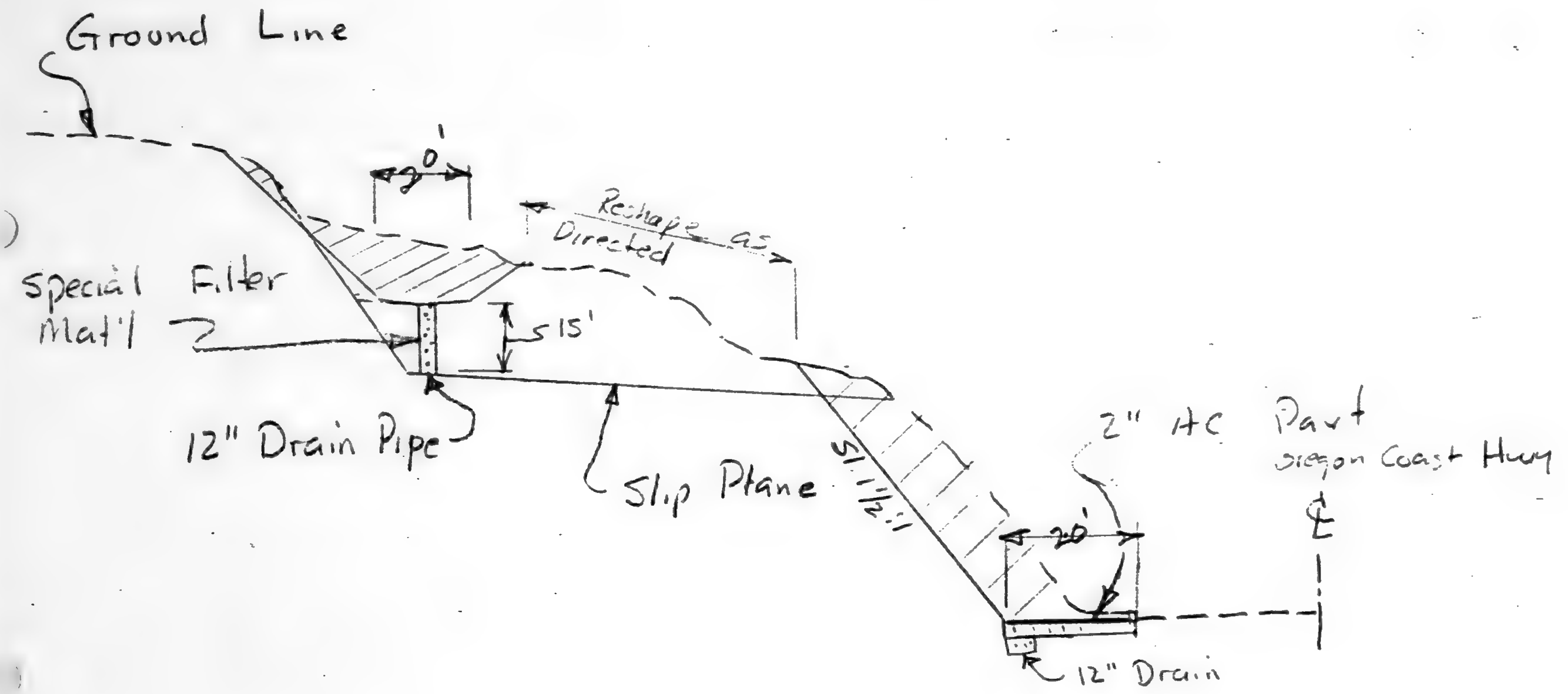
Bill Fretwell is to obtain the limits for a 2" overlay of the Oregon Coast Highway in conjunction with this project. Also he is to determine length of the concrete barrier necessary as shown on the typical section. He is also to furnish us with a monetary amount for an extra work item for Horizontal Drains.

There is an apparent problem as what to do with the excess excavation. The proposed waste area is in what may be classified as a "wetlands" area. Eddie Walsh, Region 2 Environmentalist, is investigating this matter.

People present
- Paul Reidl, FHWA
- Frank E. Terpin, Location Engineer
- C. O. Fredrickson, Region 2 Engineer
- Fred Yarbrough, Soils & Geology Engineer
- Bill Fretwell, Region 2 Geologist
- Bob West, Geologist
- Bud Mann, Senior Designer

NM:jh
cc: All of the Above.

Note Excavation shown Hatched


Ground Line
20'
Reshape as Directed
Special Filter Mat'l
≤15'
12" Drain Pipe
Slip Plane
S1. 1½:1
2" AC Pavt
Oregon Coast Hwy
℄
20'
12" Drain

Silver Point Slide
Oregon Coast Hwy
Clatsop County
Typical Section of Work Proposed
by Region 2 (Bob West)

3/16/76

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1976

To: Frank Terpin
Location Engineer

SUBJECT: Silver Point Slide
Reduced Remedial Construction
at Station 390

Remedial construction has been proposed at the subject location because sliding of the upper slope is dumping debris onto the roadway. A proposed rock inlay bottomed at the shoulder elevation costs more than desired. Lower cost alternatives are suggested hereinbelow. The subject cut slope is within a massive slide so that only minimum cost remedial construction is justified because the effectiveness of it may be lost at any time by new massive movement.

A good alternative scheme is to construct a moderate sized inlay bottomed just under the slip surface and not more than about 20-feet back from the face of the cut. Set back 20-feet, the weight on the slope will be less than now exists. Additional strength in the lower slope could be achieved by installing horizontal drains in it from the shoulder level. This scheme is illustrated in the sketch attached.

A second and lesser cost alternative would be to excavate a bench cut in the slope down to the slip surface and install a horizontal drain system from the bench. A suitable system at this level would cost under $20,000 (not including excavation), and has a potential to be more effective than the alternative described in the paragraph just above. Strengthening of the lower slope with drains is logical with this scheme also.

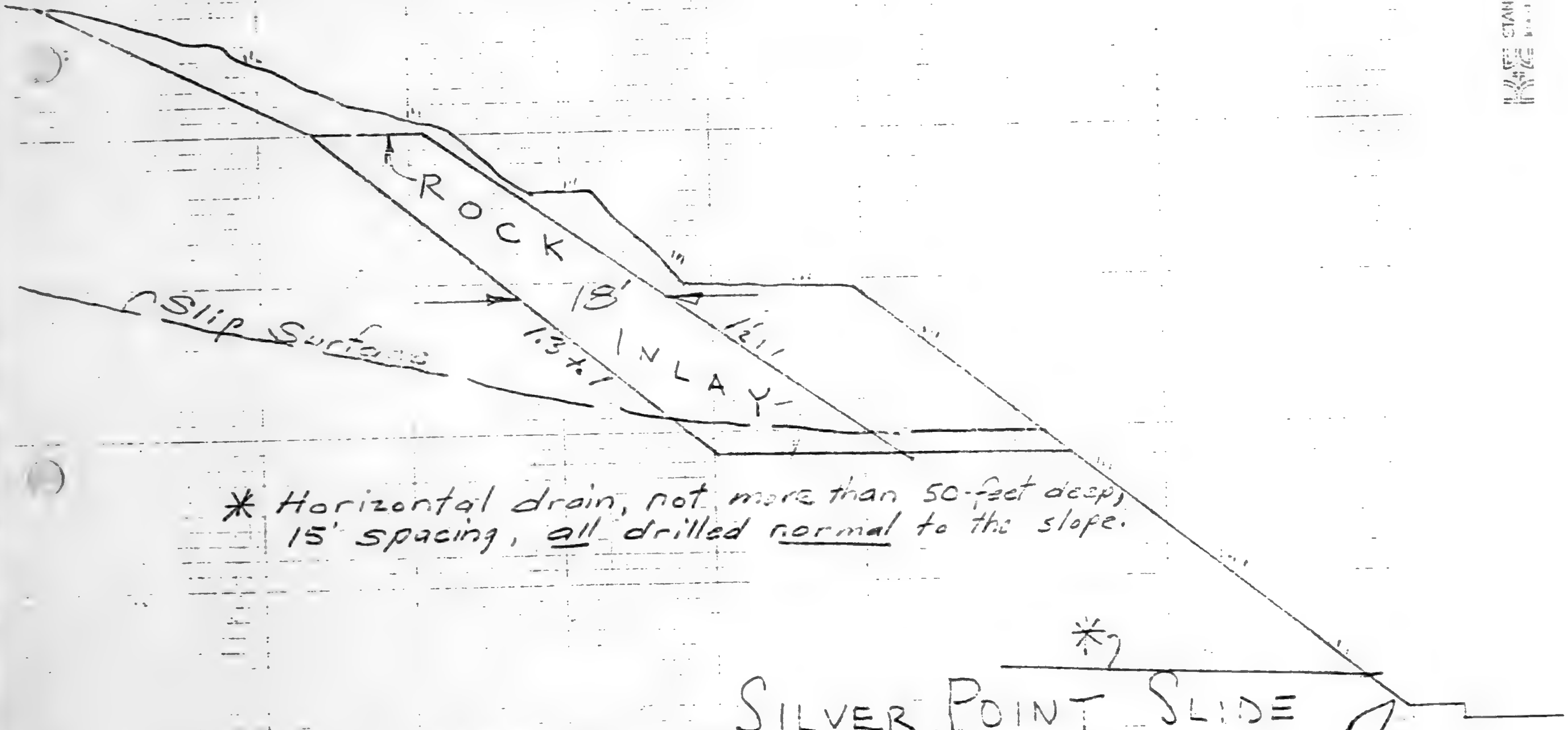
3/17/76
Meeting between
Reg., Feds, Loc. & Design
adopted second alt with
modifications
to benching.
E.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

RECEIVED
MAR 16 1976
LOCATION
SECTION

REFERRED TO
[illegible]
By Location Engineer


ROCK
18'
INLAY
1.3:1
1½:1
Slip Surface
*

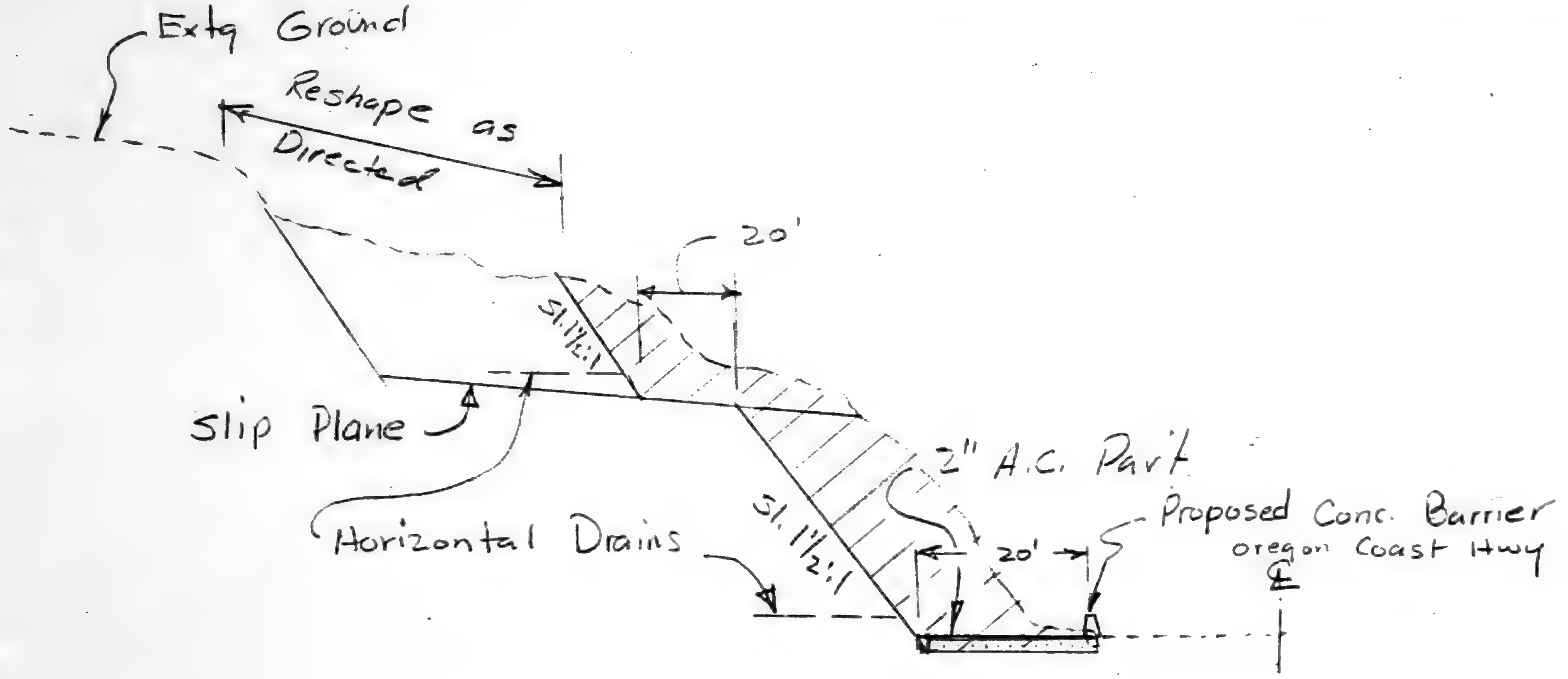
* Horizontal drain, not more than 50-feet deep, 15' spacing, all drilled normal to the slope.

SILVER POINT SLIDE
Reduced Rock Inlay
1" = 20 FT.

3-15-76

STANDARD CROSS SECTION

Note: Excavation Shown Hatched


Extg Ground
Reshape as Directed
20'
Sl. 1½:1
Slip Plane
Horizontal Drains
Sl. 1½:1
2" A.C. Pav't
20'
Proposed Conc. Barrier
Oregon Coast Hwy
℄

Silver Point Slide
Oregon Coast Hwy
Clatsop County

Typical Section of Proposed Work

March 17, 1976

4-1013

REGION 2 ENGINEER
RECEIVED
MAR 24 1976
RCE RME RTE ROE
GEO RSO ROC RFE

CITY OF CANNON BEACH

"The Beach of a Thousand Wonders"

CANNON BEACH,
OREGON 97110

March 19, 1976

Mr. Chet Anderson
Regional District Engineer
Oregon State Highway Division
Tillamook, Oregon 97141

Re: Spoils haul road

Dear Mr. Anderson:

The Cannon Beach City Council has no objections of restrictions for the Highway Department to use the access road to the spoils off of and north of Elk Creek Road.

The City Council is desirous in talking to you relative to the dumping of some of the spoils dirt inside the City limits. We are investigating areas for consideration.

Very truly yours,

CITY OF CANNON BEACH

Mac Darby

City Recorder

mm

8024

Note should be made on the plans and special provisions informing prospective bidders that:

1) The Haul Road is to be maintained and at the completion of the project, be left in the same condition it was in originally, to the satisfaction of the engineer.

2) There are water lines across the Haul Road and along Elk Creek Road. Damage to these from hauling would be the responsibility of the contractor.

Submitted herewith is the following data for use by the Design Office:

1	Roll	Topographic Map
1	Roll	Waste Area Development Plan
1	Roll	Typical Sections Waste Area
2	Sheets	Waste Area Cross Sections.

Very Truly Yours

C. Anderson
Resident Engineer

Versteeg
Olson
Christensen DC
Roth
Swenson
Anderson
Trout

RECEIVED
MAR 2 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
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Other

REFERRED TO
Beard
Cole
Eriksen
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Reed
Semple
✓ Watson LW
Wolfe
[✓ Return] Discuss Do File Copy D
BY FINAL DESIGN ENGINEER

cc: File

cc Lyle Watson w/attach Please take appropriate action
C J Swenson " " " " " "

Form 81 734-3010

OREGON STATE HIGHWAY DIVISION

FILE: 4-1922-901

INTER-OFFICE CORRESPONDENCE
Tillamook, Oregon
February 11, 1976

FROM: C. Anderson
Resident Engineer

TO: G. Wimer
Region 2 Construction Engineer

SUBJECT: SilverPoint Slide (M.P. 32.0)
Oregon Coast Highway
Clatsop County
Corrective Work

In answer to your questions regarding the subject project I submit the following information.

The extent of the waste from the 1974 work now in the waste area is shown on the attached Development Plan. The waste area easement can easily accommodate the proposed 80,000 cu. yds. (approx.) additional, however, more clearing will have to be done.

Lowering the bench and placing rock inlay only in the immediate area of the slide will produce a dip in the bench grade, therefore, it is recommended that drainage be channeled over the face of the bench at the North end in a grouted riprap ditch and directed along the existing gutter and into the existing drainage system to the North.

The station limits of the area of the South Slide to be rock faced for erosion control are Const. Sta. 405+00 to 406+50 ±. It is recommended that this work not be done since more damage will be done in performance of the work than will be prevented. The low hanging power lines over this area precludes placing the rock with a dragline. This area could be hand seeded and fertilized to combat erosion.

The fact that the waste area access/haul road is a platted public street, part of which is within the Cannon Beach City Limits, could present a problem should the city have any control over the use of the street and elect to exercise it. Otherwise, no problems are anticipated.

REGION 2 ENGINEER
RECEIVED
F 4

cc. Lyle Watson – w/all indicated attachments
cc. Bill Fretwell – Please recommend re Paragraph #4
cc. Chet Anderson – Please contact City

FORM 81 7 14 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 4-1922-901

Tillamook, Oregon
February 19, 1976

FROM: C. Anderson
Resident Engineer

TO: File:

SUBJECT: Possible Sources for Rock Inlay Material
Silver Point Slide Project
Oregon Coast Highway
Clatsop County

Discussed with representative of Crown Zellerbach, (Walt Wickman, phone # 325-2825), if their rock source which was used in previous work done at Silver Point Slide would be available to private contractors to use as a source for rock inlay material for this years work. It was indicated to Mr. Wickman that about 12,000cy of rock would be needed. Mr. Wickman indicated that source used last time, located in Sec. 6, T. 4N, R. 10 W., WM, would be available but the contractor would have to prepare, submit and have issued to them a use permit from the Department of Geology and Mineral Industries. As this source has been used before, is remotely located and is not in view of the highway or residences, I see no reason why a use permit would not be granted.

If for some reason the above mentioned source cannot be used, then inlay material could be obtained from ajoint use Highway Division - Crown Zellerbach quarry (Hjorteland Quarry), located at M.P. 6.5 on the Sunset Highway, (Source No. 4-12-2).

It therefore appears that it will not be necessary to set up a specific material source for the slide correction project being planned for this summer.

C. Anderson
Res. Engr.

REGION 2 ENGINEER
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[illegible] 23 1976
[✓ RE] [✓ RCE] [✓ HME] ☐ RTE [✓ ROE]
☐ UTE ☐ GEO ☐ RSO ☐ ROC [✓ RFE]

cc: Design
Region 2 ✓

cc Lyle Watson
C. G. Swenson
Don Trout
C. T. Brasey

P034

9

Job No. ....

Sheet ...... of ...... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for

Made by

Checked by .... 19.....

N. Silver Point Slide
Oregon Coast Hwy
Clatsop County

MEMO

Discussed with Fretwell & West the typical section that they wanted to use for unloading the slide area. Shown below is a sketch of what they would like.

JEM
2/19/76

1 Versteeg
Gibson
Tarp
Scott
Swanson
Anderson
Trost
Watson

RECEIVED
FEB 18 1976
ROAD DESIGN SECTION

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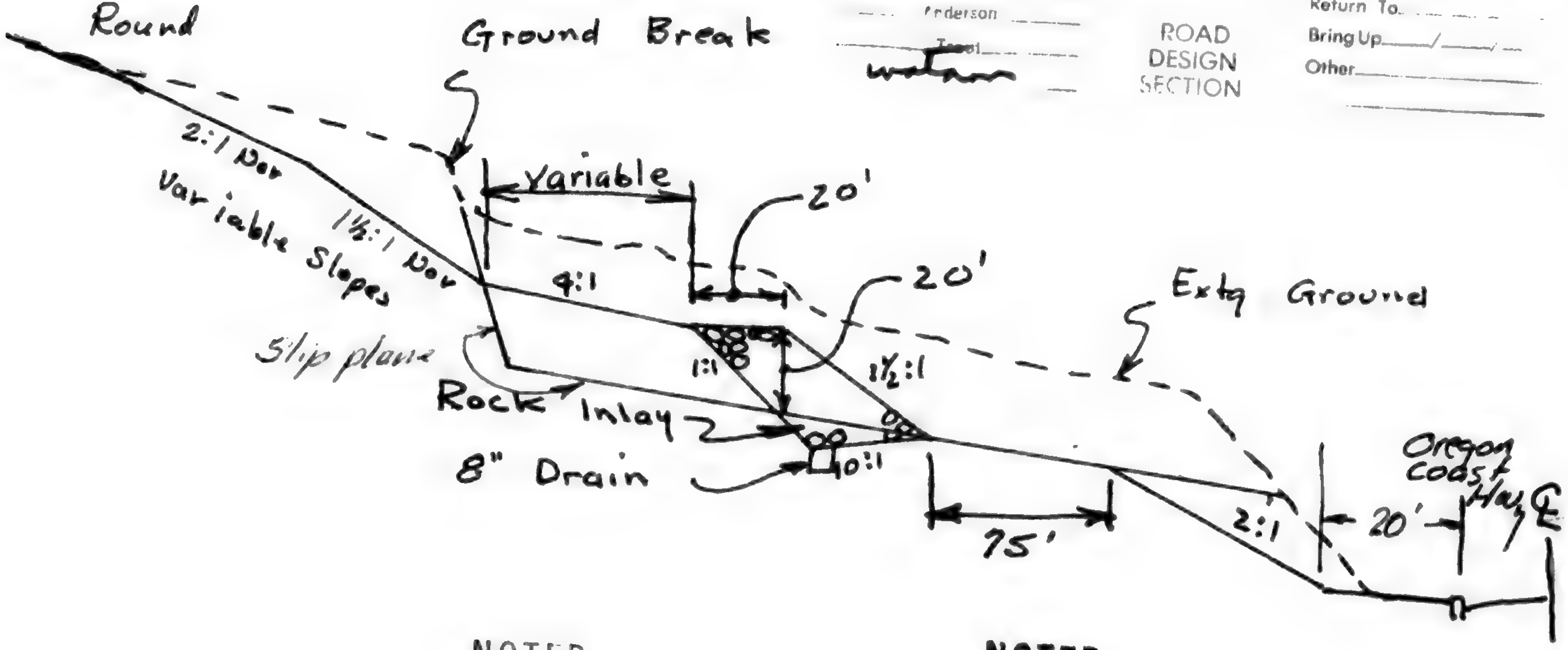
Round
Ground Break
2:1 Dev
1½:1 Dev
Variable Slopes
Slip plane
Variable
20'
4:1
20'
1:1
1½:1
Ext'g Ground
Rock Inlay
8" Drain
10:1
75'
2:1
20'
Oregon Coast Hwy ℄

NOTED
D. O. Christensen

NOTED
L. K. WATSON

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 12, 1976

FROM: W. R. Fretwell
REGION GEOLOGIST
William R. Fretwell

TO: C. O. Fredrickson
REGION ENGINEER

SUBJECT: North Silver Point Slide
Oregon Coast Hwy
Clatsop County

During the 1974 construction season, when repair work was completed on the South Silver Point Slide, plans were made to repair the North Silver Point Slide area. Upon initiating the cat work to clear the sluff from the upper bench additional movement took place which made it impractical to continue as planned. As a consequence the FHWA agreed to let the State install several "Inclinometer Tubes" and monitor the slide area through the period June 1975 to March 1976. The monitoring program has made it possible to establish a slip-plane, or zone of failure and from this a method of control has been devised. The design for control is two fold in that it encompasses both unloading and a rock inlay.

It would be advisable to remember that this slide is merely a single slide super-imposed on an area of massive sliding potential.

Attached under separate cover are the cross-sectional design, and accompanying cross-sections and notes.

1 Versteeg ✓
Olson
2 Terpin
Scott
Swenson
Anderson
Trout

RECEIVED
FEB 17 1976
ROAD DESIGN SECTION

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Receiver Keep ☐
Do not File
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Other______

WRF:gj

cc. J. H. Versteeg

REFERRED TO
Beard — Rudd
Cole — 1 [illegible]
Eriksen — 2 Walsh W
Hager — Waltz
[✓ Return] Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 4-1013

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 11, 1976

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT: Silver Point Slide
Emergency Repair Correction
Project ER-281(4)

TO: Hal Versteeg
ROAD DESIGN ENGINEER

Contract #8024 only partially corrected the Silver Point Slide. The primary remaining needed repairs are on the approximate 300 foot width northerly cut slide approximately centered left of Station 390+00.

A preliminary design for correcting that cut slide has been reviewed with FHWA Area Engineer, Paul Riedl and Special Studies Engineer, Ed Johnsen. It was also reviewed with you, Design Team Supervisor, Lyle Watson, and Senior Designer, Norman Mann. Mr. Fretwell will be formally submitting his recommendation under separate cover.

We should go to contract no later than the May letting. It would be appreciated if you would arrange the financing through the front office and Project Management and have the plans prepared to meet this schedule. There should be no financial problem in that cost are borne 100% by the FHWA. There are approximately $2,000,000 of remaining funds earmarked for this correction and the current estimate of cost is between $300,000 and $500,000.

It was agreed that Mr. Watson would have the necessary plans prepared with a minimum of field survey based on utilizing the old construction plans for base maps. Mr. Fretwell has or will be leaving the cross sections he has. In addition, Resident Engineer, Chet Anderson has additional cross sections or at least extensions. We were also to provide field information regarding:

1. Rock facing on the fill right of Station 404-405; approximate limits.
2. Identify drainage pattern and its modifications that should be utilized to drain the rock inlay that is part of the cut slide correction.
3. Identify the portion of the old waste area that has already been filled and the portion and typical section that should be utilized on the waste material from the new project.

RECEIVED
11 1976
ROAD DESIGN SECTION

Trout
Anderson
Swenson
Scott
Olson
Other

4. Striping and signing revisions that should be done with State Forces is currently estimated to cost $2,500. That information has already been given to Mr. Watson.

Should there be anything else that this office or our field forces can be of assistance in preparing the plans sufficiently to secure bids at the May letting, please advise.

GWW/elf

cc: E. L. Everton
Chet Anderson
Bill Fretwell

8024

TELEPHONE MEMO

Received Call From Chet Anderson Date 2-11-76

Made Call To

Re: Silver Point Slide Section (Clatsop Co.) - Surface Mining Permit. Sec 29, T5N, R 10W. They want to renew this permit - but I couldn't find correspondence saying we had a permit. He thought we had applied for one in 1974. Would you please call him. 2-17-76 called Chet - we never had a permit because the exc was all within highway R/W.

ALP
Signature

8034

P

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~106 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 State Highway Building

January 7, 1976

NOTED
E. S. HUNTER

Mr. G. L. Green
Division Administrator
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Re: Oregon Project ER-281(1)
Silver Point Slide
Settum - File 48169 (L-7096)

Dear Mr. Green

In reply to your letter of December 15, 1975, please find attached a copy of a memo from John McCulloch, the trial attorney on the Settum case. If any additional information is required, please do not hesitate to contact me.

Sincerely

Jack L. Sollis
Assistant Attorney General

JLS:ch;hg
Attachment

cc - F. B. Klaboe
J. B. Boyd
Frank Lowe

RECEIVED
JAN 12 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 7 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

Jack Sollis

December 30, 1975

John R. McCulloch, Jr.

State v. Settum
L-7096 R-48169

You have asked that I respond to Federal Division Administrator G.L. Green's request for information concerning legal error during the trial of this case.

The original "Report of Trial" included no recommendation for a motion for new trial or appeal, because in my judgment, there was no legal error in the case. As Mr. Green may not know, factual findings by a jury are generally not appealable in the absence of legal error. The unusual situation of next-door neighbors with contradictory findings by different juries as to the same fact, though anomalous, does not imply legal error. Because the parties are different, the law gives each his "day in court," and the State's win on the negligence issue in the first case in no way set any precedent for the second case.

jll

#7524

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: December 15, 1975

In reply refer to:

SUBJECT: Oregon Project ER-281(1)
Silver Slide Point
Settum, File No. 48169 (L-7096)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

A preliminary review of the condemnation trial involving the Settum property indicates the State received an adverse jury award of $113,500. Presumably the jury reached their verdict on the basis that the State was negligent in not conducting geologic testing when the highway was constructed in 1952. This jury decision is a complete reversal of the jury decision in the Downing case.

As a basis for Federal participation please provide information concerning possible legal error,etc. and recommendations regarding motions for new trial, etc. This information is required by paragraph IV of attachment 1 of the Federal-aid Highway Program Manual, Volume 7, Chapter 2, Section 4.

G L Green
G. L. Green

cc
OSHD (B. Boyd)
OSHD (M. R. Mitchell)
OSHD (Sollis)

Due 9. [illegible]
Ack ✓
M 7BK

RECEIVED
STATE HWY ENGR.
DEC 18 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

8024

BARRIE - DEFER

9-22-75

Leg 3-4

MR. BARRIE: Item 2b - I've asked the Commission to consider abandoning 13 damage claims totaling $9,386. These claims involve damages, for instance, to guardrail, bridge and so forth. I would like the Commission to defer action on these at this time because the Secretary of State's Audit Division is questioning the right of this Department to settle these matters or compromise them without Secretary of State's Audit Division approval. An attorney general opinion is being written on this question right now, and until that opinion comes out, I think that action on the abandonment of these claims should be deferred. So that's what I would ask at this time.

MR. JACKSON: On your last report of court settlements of - there was an item that appeared where the State had offered $35,000 in settlement of the suit, and the jury awarded $113,000 plus attorney's fees and it's rathering confusing as to whether or not we were at fault in terms of the appraisal of State liability versus what - were we too low or unrealistic. Would you mind explaining what you explained to me.

MR. BARRIE: Yes, briefly, this was referred to as the Silver Point Slide which is south of Cannon Beach. In this particular case the property owners property was damaged by a slide many years before the State had taken some gravel from near this property and there was a question as to whether or not the State was responsible for the slide which damaged the property. The State's highest testimony at the trial was $35,000 based upon our appraisal of the property in its after state - after the damage from the slide. Thus the report is a little bit misleading on its face because it shows the defendants

lowest demand was $100,000. In fact the defendant - property owner asked for $175,000 in her answer. The verdict - the jury was $113,500 which on its face looks some $80,000 over the State's high testimony looks like we really lost the case in a big way, but our apprais~~o~~er also valued the property in its before state - before the slide damage. And that appraisal is within $5,000 of the jury verdict.
7 The question before the jury - the big question was whether or not the State was responsible for that slide. It was our contention that we were not responsible and unfortunately for the State there was a very sympathetic property owner to the jury involved in this case. The jury found that the State was responsible for the slide and therefore gave an award based upon the pre-slide value of the property. And that is why they got $113,500. Now we had a~~n~~ companion case to this case in which the same question was raised. The property owner not quite as sympathetic a person to the jury and the question of whether or not the State was responsible for the slide was found by the jury in the State's favor. So there we got a verdict based upon the after state of the property. So that's it in a nutshell. I really don't think that the verdict taking consideration of question before and after damage was really that ? desperate ~~despairate~~ to our own appraisals as to the before state.

MR. JACKSON: The reason I ask you is that you show on your report sheet that the State's highest offer was $35,000 and here the jury verdict of $113,000 and I just wondered if we were getting into the unrealistic column here in the appraisal of property.

MR. BARRIE: No. I thought this might come up and you're right.

MR. JACKSON: Well, that explains it. Do you have anything else Walt?

8024

48

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **September 18, 1975**

This letter supersedes
our letter of September 16.

TO Oregon ~~State Highway~~ **Transportation** Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Silver Point Slide**
Request for Additional Authorization

It is necessary to request more funding on this Emergency Repairs project to cover a late overrun, mainly attributable to an added State Force Order charged to the project. The actual contract work was completed September 30, 1974 within the amount allowed. Then in March of this year, a State Force Order in the amount of $62,200 chargeable to the contract was approved to perform investigative work on the slide including furnishing and placing additional slope indicators, horizontal drains, minor corrective drainage and additional area photography. The Federal Highway Administration is participating 100 percent in these costs.

The work performed on this project was considered a temporary repair with the understanding that the slide area would be studied and a permanent corrective plan be undertaken in the future. Part of the late State Force Order work is to provide some of the needed information. The present estimate of charges to the existing authorization is $606,812.07. This represents a 5.72 percent overrun.

Your approval of an additional $32,844.56 is requested. This item will be on the agenda for your September 24 meeting.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
H. S. Coulter
V. E. Skoog
C. O. Fredrickson
Gary Sund
C. T. Keasey
Jack Graham

JAB:fr dpy

8024

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 16, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Silver Point Slide
Oregon Coast Highway
Contract No. 8024
Request for Additional Authorization

It is necessary to request more funding on this Emergency Repairs project to cover a late overrun, mainly attributable to an added State Force Order charged to the project. The actual contract work was completed September 30, 1974 within the amount allowed. Then in March of this year, a State Force Order in the amount of $62,200 chargeable to the contract was approved to perform investigative work on the slide including furnishing and placing additional area photography. The Federal Highway Administration is participating 100 percent in these costs.

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Your approval of an additional $32,844.56 is requested. This item will be on the agenda for your September 24 meeting.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
H. S. Coulter
V. E. Skoog
C. O. Fredrickson
Gary Sund
Jack Graham
C. T. Keasey

JAB:fr dpy

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8024

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 15, 1975

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Silver Point Slide
Contract No. 8024
Request for Additional Authorization

TO: H. S. Coulter
Assistant State Highway Engineer

It is necessary to request more funding on this project to cover a late overrun, mainly attributable to an added State Force Order charged to the project. The actual contract work was completed September 30, 1974 within the amount allowed. Then in March of this year, a State Force Order in the amount of $62,200 chargeable to the contract was approved to perform investigative work on the slide including furnishing and placing additional slope indicators, horizontal drains, minor corrective drainage and additional area photography. This was a participating order (ER funding).

The work performed on this project was considered a temporary repair with the understanding that the slide area would be studied and a permanent corrective plan be undertaken in the future. Part of the State Force Order work is to provide some of the needed information. The present estimate of charges to the existing authorization is $606,812.07. This represents a 5.72 percent overrun.

A rough draft letter to the Transportation Commission requesting an additional $32,844.56 is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED

SEP 1[illegible] 1975

Office of
Assistant State Highway Engineer

8024

48

September 18, 1975

Wells-Reed-Wood-West Co.
415 Morgan Bldg.
Portland, OR 97205

Gentlemen:

On September 5, 1975, we wrote to you concerning release of final payment on Contract No. 8024 awarded to William D. McBee and Hi Lo Roads, Inc. for work on the Silver Point Slide Section of the Oregon Coast Highway in Clatsop County.

Final payment on this contract is $2,041.33 and the total contract amount is $400,088.14 including $322.40 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: William D. McBee and Hi Lo Roads, Inc.
2050 Lemond St.
Springfield, OR 97477

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Ave.
Seattle, WA 98121

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8024

43

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

September 2, 1975

RDChurch for

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8024, Work Completed 9-30-74

Project Silver Point Slide

Highway Ore. Coast, County Clatsop

Type of Work Slide Correction

Contractor William D. McBee & Hi Lo Roads, Inc.

Recommended Acceptance Date 9-5-75

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:dc

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

Letter Written
9-5-75

APPROVED
FBKlaboe
STATE HIGHWAY ENGINEER
DATE 9-4-75

8024

R

MACDONALD, DEAN, MCCALLISTER & SNOW
ATTORNEYS AT LAW
801 COMMERCIAL STREET
P. O. BOX 508
ASTORIA, OREGON 97103

A. W. NORBLAD (1881-1960)
ROBERT C. MACDONALD
LAWRENCE M. DEAN
JERRY K. MCCALLISTER
HAROLD A. SNOW
JEANYSE R. SNOW

TELEPHONE 325-2511

June 18, 1975

RECEIVED
STATE HWY ENGR
JUN 19 '75
REFER TO
Orig Legal
FOR
Info Inves R/D D/R Sign Act ✓ File

Cy Hunter
Gaston
Schroeder
Dill
6-20-75

Department of Transportation,
State of Oregon
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Mr. Donald J. Howe
Assistant Attorney General
Department of Justice
106 State Office Building
Salem, Oregon 97310

L. Radley Squier
L.R. Squier, Inc., Engineers
15964 S. W. Boones Ferry Road
Portland, Oregon

JOHNS

Re: State of Oregon, by and through its
Department of Transportation
vs: Walter Kenneth Downing, et ux
Clatsop County No. CC 74-284

Dear Sirs:

Please find enclosed copies of Motion to Produce with supporting Affidavit, Order to Produce, and Notice of Deposition and Notice to Produce, the originals of which were filed this date.

Very truly yours,

MACDONALD, DEAN, McCALLISTER & SNOW

Lawrence M. Dean
Lawrence M.Dean

LMD:dh
Encl.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLATSOP

STATE OF OREGON, by and through its Department of Transportation,) No. CC 74-284

Plaintiff,)

vs.) ORDER TO PRODUCE

WALTER KENNETH DOWNING and NANCY S. DOWNING, husband and wife,)

Defendants.)

This matter coming on for hearing on the motion by the defendants for an order directing the plaintiff to produce and permit the inspection of and copying or photographing of documents, papers, books, accounts, letters and photographs which constitute or contain evidence relating to the February, 1974 slide and previous slides at Silver Point slide area in Clatsop County, Oregon, and the Court noting from the affidavit of attorney for defendants that said production will expedite the trial of the matter and that good cause is therefore shown,

NOW, THEREFORE, IT IS HEREBY ORDERED that the plaintiff produce and permit the inspection and copying or photographing of documents, papers, books, accounts, letters, photographs in its possession which constitute or contain evidence relating to the February, 1974 slide and previous slides in the Silver Point slide area in Clatsop County, Oregon.

Dated this 18th day of June, 1975.

s/ George E. Cole
Circuit Judge Pro Tem

COPY
ORIGINAL

Atty for Defs

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLATSOP

STATE OF OREGON, by and through)
its Department of Transportation,) No. CC 74-284
Plaintiff,)
vs.) NOTICE OF DEPOSITION
WALTER KENNETH DOWNING and) AND NOTICE TO PRODUCE
NANCY S. DOWNING, husband and wife)
Defendants.)

ORIGINAL

To: Department of Transportation, State of Oregon,
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Mr. Donald J. Howe
Assistant Attorney General
Department of Justice
106 State Office Building
Salem, Oregon 97310

L. Radley Squier
L. R. Squier, Inc., Engineers
15964 S.W. Boones Ferry Road
Portland, Oregon

Please take notice that the deposition upon oral examination of L. Radley Squier and of the State Highway Engineer, name unknown, who was responsible for or involved in drilling tests conducted at the Silver Point slide area in Clatsop County, and of the State Highway Department individual in charge of records of slides or earth movement at said Silver Point slide area in Clatsop County, Oregon, will be taken at the instance and request of defendants Walter Kenneth Downing and Nancy

S. Downing, before a notary public or some other official in power to take depositions in the State of Oregon, at the offices, jury room or court room of the Circuit Court of Clatsop County, Clatsop County Courthouse, Astoria, Oregon, on Thursday, June 26th, 1975, commencing at the hour of 9:30 A.M. on that date, and the plaintiff and the deponents are to produce all records, papers, documents in their possession showing the type, number and results of drilling tests made on the property, and the records, documents and reports in their possession regarding the slide that occurred at the Silver Point area in February of 1974, and all records, documents and reports concerning previous slides and previous highway repairs or previous highway improvements in said area in the possession of plaintiff or deponents.

Dated this 18th day of June, 1975.

Lawrence M. Dean
Attorney for Defendants

ORIGINAL

STATE OF OREGON,
County of Clatsop, } ss.

I, ... being first duly sworn, depose and say that I am the .... in the above entitled cause, ... and that the foregoing .... is true as I verily believe.

....

Subscribed and sworn to before me this ....
day of .... 19........

(SEAL)

....
Notary Public for the State of Oregon.
My commission expires ....

STATE OF OREGON,
County of Clatsop, } ss.

I, Lawrence M. Dean .... do hereby certify that I am one of the Defendants' attorneys in the above entitled cause, and that the foregoing is a true and correct copy of the original ...... NOTICE OF DEPOSITION AND NOTICE TO PRODUCE .... and the whole thereof.

Dated... June 18 1975 ....

....
One of the Attorneys for ...... Defendants .....

STATE OF OREGON,
County of .... } ss.

Due service of the within .... is hereby accepted in .... County, Oregon, this .... day of ...., 19......, by receiving a copy of each thereof, duly certified to as such by .... one of the Attorneys for ....

....
Attorney for ....

I hereby certify that I served the foregoing .... on ...., attorney for ...., on the .... day of ...., 19........, by mailing to him a true and correct copy thereof, certified by me as such. I further certify that said copy was placed in a sealed envelope addressed to the said attorney at .... which is his regular office address, or his address as last given by him on a document which he has filed in the above entitled cause and served on me; said sealed envelope was then deposited in the United States post office at Astoria, Oregon on the day last above mentioned, with the postage thereon fully paid.

....
Attorney for ....

MACDONALD, DEAN, McCALLISTER & SNOW
ATTORNEYS AT LAW
P. O. Box 508 — ASTORIA, OREGON 97103

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLATSOP

STATE OF OREGON, by and through)
its Department of Transportion,) No. CC 74-284
Plaintiff,)
vs.) MOTION TO PRODUCE
WALTER KENNETH DOWNING and)
NANCY S. DOWNING, husband and wife,)
Defendants.)

Come now the defendants and move this court for an order directing the Plaintiff to produce and permit the inspection and copying or photographing, by or on behalf of the defendants, all documents, papers, books, accounts, letters, photographs, which constitute or contain evidence relating to the February, 1974 slide and previous slides at the Silver Point slide area in Clatsop County, wherein defendants' property and the property subject to this suit, is located.

That this motion is based upon the provisions of ORS 41.615 and the affidavit filed herewith.

MACDONALD, DEAN, McCALLISTER & SNOW

By LAWRENCE M. DEAN

Attorneys for defendants.

ORIGINAL COPY

MACDONALD, DEAN, McCALLISTER & SNOW
ATTORNEYS AT LAW
601 COMMERCIAL STREET
ASTORIA, OREGON 97103
TELEPHONE (503) 325-2311

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLATSOP

STATE OF OREGON, by and through)
its Department of Transportation) No. CC 74-284
Plaintiff,)
vs.) AFFIDAVIT
WALTER KENNETH DOWNING and)
NANCY S. DOWNING, husband and wife)
Defendants)

STATE OF OREGON)
County of Clatsop) ss.

COPY

I, Lawrence M. Dean, being first duly sworn, depose and say that I am the attorney for the defendants herein and that it is the understanding of counsel for the parties that this case and certain companion cases will include not only the issue of the value of the property of the defendants, but also an issue as to the cause of the slide which occurred in February, 1974 and which affects the value of the property; it being understood that should the jury find that the State Highway Department's highway improvements at that location contributed to the slide, the defendants would be entitled to an evaluation of their property prior to the slide damage, but if the jury were to find that the plaintiff's improvements did not contribute to the slide, the defendants' property would be evaluated on an after-the-slide basis; at the time of trial it will be necessary that the engineers for the defendants to study the evidence and the tests and the history of the slide as documented by the plaintiff. This is going to result in some extensive delays during the trial; that it will expedite the trial of the case if defendants are permitted to examine and copy this documentary evidence prior to trial.

LAWRENCE N. DEAN

Subscribed and sworn to before me this 18th day of June, 1975.

DORIS HUGHES

Notary Public for Oregon

My Commission expires: 10/12/77

COPY

STATE OF OREGON, }
County of Clatsop, } ss.

I, ... being first duly sworn, depose and say that I am the .... in the above entitled cause, ...

and that the foregoing .... is true as I verily believe.

....

Subscribed and sworn to before me this ....
day of .... 19........

(SEAL)

....
Notary Public for the State of Oregon.
My commission expires ....

STATE OF OREGON, }
County of Clatsop, } ss.

I, Lawrence M. Dean .... do hereby certify that I am one of the Defendants' attorneys in the above entitled cause, and that the foregoing is a true and correct copy of the original ...... MOTION TO PRODUCE and supporting AFFIDAVIT .... and the whole thereof.

Dated ... June 18, 1975 ....

....
One of the Attorneys for Defendants

STATE OF OREGON, }
County of .... } ss.

Due service of the within ....
is hereby accepted in .... County, Oregon, this ....
day of ...., 19......, by receiving a copy of each thereof, duly certified to as such by .... one of the Attorneys for ....

....
Attorney for ....

I hereby certify that I served the foregoing ....
on ...., attorney for ...., on the .... day of ...., 19......., by mailing to him a true and correct copy thereof, certified by me as such. I further certify that said copy was placed in a sealed envelope addressed to the said attorney at ....
....
which is his regular office address, or his address as last given by him on a document which he has filed in the above entitled cause and served on me; said sealed envelope was then deposited in the United States post office at Astoria, Oregon on the day last above mentioned, with the postage thereon fully paid.

....
Attorney for ....

MACDONALD, DEAN, McCALLISTER & SNOW
ATTORNEYS AT LAW
P. O. Box 508 — ASTORIA, OREGON 97103

8024

R

4948

FILED
MAY 28 1975
CLAY MYERS
SECRETARY OF STATE

RECEIVED
MAY 28 9 09 AM '75
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

May 27, 1975

Howard L. Johnson & Sons Const. Co. Inc.
350 10th Avenue
Seaside, OR 97138

Attention: Ronald E. Johnson
Secretary

NOTED ON CARD
6/2/75

Gentlemen:

Your claim letter of February 19 has just recently been received in this office stating that William D. McBee and Hi Lo Roads, Inc., owes you $599.25 for material.

This appears to be in reference to the William D. McBee and Hi Lo Roads, Inc., Contract No. 8024, Silver Point Slide in Clatsop County.

The Great American Insurance Company through Wells-Reed-Wood-West Co., furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

This contract was completed on September 30, 1974, but has not yet been accepted by the State.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
MAY 29 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:fkn

cc Great American Insurance Co.
Wells-Read-Wood-West Co.
William D. McBee and Hi Lo Roads, Inc.

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 4-1013

Salem, Oregon

May 7, 1975

FROM: Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: Howard E. Johnson & Sons Claim
Silver Point Slide
Oregon Coast Highway
Contract 8024

Attached is a February 19, 1975, letter from Ronald E. Johnson, Secretary of Howard E. Johnson & Sons Construction Company, Inc., claiming the Silver Point slide correction contractor, William D. McBee and Hi-Lo Roads, Inc., has refused to pay for 102 yards of the special drainrock delivered to the project.

This letter appears to be a poor recent copy of an old matter. There is no date stamp as to when the letter was received in this office, nor was there any attached transmittal slip when I received it.

Resident Engineer Charles W. Elroy indicates he forwarded the letter some time ago.

In any event, the matter should be recorded like any claim. Please do so.

GWW/db

Attachment

cc: Charles W. Elroy

Routing
Keasey
Bond
Jackmond
Harwood
Johnson
Walker
Scofield
Glenn
Borg

RECEIVED
MAY 7 1975
CONSTRUCTION SECTION

RECEIVED
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

FILE # 4-1013

HOWARD E. JOHNSON & SONS CONST. CO. INC.
850 10th AVENUE
SEASIDE, OREGON

February 19, 1975

State of Oregon
Highway Department
Salem, Oregon

RE: Contract #8024, contracted by Hi-Lo Roads Inc., William D. McBee

Gentlemen:

We, Howard E. Johnson & Sons Const. Co. Inc., supplied 1340 yds of special drainrock to the above contractor. To date we have been paid for 1238 yds, leaving a balance of 102 yds unpaid.

R.E.J.

The State Highway Engineers have measured 1126 yds of drainrock used in the drain ditches, which leaves 214 yds or roughly a 16% waste factor. According to the engineers, 16% is a very reasonable waste factor for this job, especially for the careless way the material was stockpiled and handled. State employees also witnessed this special drainrock being used in areas other than the drainage ditches.

Mr. McBee has refused to pay for the 102 yds in the amount of $599.25, claiming we could have not delivered that much yardage and that his waste factor could not be 16%. These deliveries were made on demand and in good faith. We also delivered on Sunday to allow Hi-Lo Roads to take advantage of good weather conditions. Previously, these bills were paid without any problems until the job was finished and our services were no longer needed.

We feel failure to pay this bill constitutes a serious lack of business ethics on the part of Hi-Lo Roads, William D. McBee, and would appreciate your cooperation in having this account settled.

Sincerely,

HOWARD E. JOHNSON & SONS CONST. CO. INC.

Ronald E. Johnson

Ronald E. Johnson
Secretary

COPIES: Welk, Reed, Wood & West Co.
Hi-Lo Roads Inc., William D. McBee

RECEIVED
[illegible] 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

Form A-[illegible] 5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 5

Project Name Silver Point Slide Date March 27, 1975

Highway Oregon Coast Highway Contract No. 8024 F. A. Project No. ER-281(4)

County Clatsop Prefix 4-1013 Account No. ~~279-05~~ 234-05

Description of Work To Be Done:

Perform investigative work on subject project slide including furnishing and placing additional slope indicators, horizontal drains, minor corrective drainage, and additional aerial photography.

Location by Station Numbers:

387+50 - 410 +00

NOTED
JOHN T. SCOFIELD

Estimate of Quantities and Costs:

Materials	$5,000
Labor	44,200
Equipment	13,000
	$62,200

APPROVED EFFECTIVE DATE 3/27/75
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hossner
G. K. Hossner
TITLE Dist. Engineer
DATE 4/21/75
FEDERAL HIGHWAY ADMINISTRATION

Explanation:

Above investigation due to additional movement of the slide since completion in Sept. 1974 and for future study in connection with the permanent repairs.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$573,967.51
Present estimate of project cost, including $62,200 for work under this order	$563,225.44
Expected under-run (amount)	$10,742.07
Expected under-run (per cent)	1.19

Space to right of this line is for use of Salem Office

Submitted by:
Resident Engineer

Approval Recommended:
Construction Engineer ~~or Design Engineer~~

Approval Recommended: C. O. Fredrickson
Division Engineer

Approved:
~~Deputy State Highway Engineer~~
Assistant State Highway Engineer ~~or~~

#86-1

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project ER-281(4)
Silver Point Slide Section
Oregon Coast Highway

DATE: March 14, 1975

In reply refer to: 1041DB.2

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: L. W. Rulien, Project Management Engineer

The work performed on the subject project to date has been on a temporary repair basis with the understanding that the slide area would be studied and slope tubes monitored during the winter months. It was then planned to determine the permanent corrective action this spring. Since no movement has taken place on the southern portion of the slide and there is not enough information available for the northern portion to develop a corrective project, it would be advisable to continue the study for another year.

Therefore, we concur with your proposal for delaying the decision for a permanent repair and place the additional slope indicators, perform some corrective drainage, install horizontal drains and obtain additional aerial photography information for continuing the study of the area.

You should submit a State Force Order to cover this work under the ER program.

3-24-75
cc Wolfe
Fredrickson
Rulien

for G. L. Green

RECEIVED
STATE HWY ENGR
MAR 20 '75
REFER TO
FOR
Info Inves R:D D R Sign A:

RECEIVED
MAR 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#8024

~~PRO 6-2~~

Robert W. Straub
XXXXXXXXXX

March 10, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Project No. ER-281(4)
Silver Point Slide Section
Oregon Coast Highway
Clatsop County

The subject project was awarded on June 27, 1974 and the contract was completed September 30, 1974. Attached is a copy of a letter from Mr. Fredrickson concerning a review of the slide conditions. North of the main slide, additional movement prevented completion of the work that was contracted last year. The slide area will require corrective action and construction of the roadway after the magnitude of the slide and location of the slip-plane has been determined more accurately.

Additional work proposed at this time involves the placement of slope indicators, some incidental corrective drainage work to channel water away from the slide area, installation of horizontal drains, additional aerial photography and photogrammetric work to determine the amount of erosion which has occurred on the coastline below the slide.

We request your approval to delay correction of the slide area for one year so that the magnitude and location of the slide can be accurately determined. We also request that you concur that this work is eligible as an ER project.

Subsequent to your concurrence in our method in handling the slide problem, we will submit a State Force Order with an estimate of the work contemplated for your approval and obligation of emergency relief funding.

DES:ljt
Att.

cc: E. S. Hunter
H. S. Coulter
C. T. Keasey
D. H. Moehring
C. O. Fredrickson
D. E. Swan

#81-41

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 4-1013

Salem, Oregon
~~February 26, 1975~~ 3-3-75

NOTED
H. S. COULTER

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION 2 ENGINEER

SUBJECT: Silver Point Slide

TO: E. S. Hunter
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

RECEIVED
FEB 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

On February 25, 1975, Paul Riedl, Gerry Wimer, Bill Fretwell, Eldon Everton, Chet Anderson and I, reviewed the conditions at the subject slide on the ground. The main body of slide, which was repaired under contract last year, appears to be very stable and the geological monitoring of the slope indicators has indicated no movement during the winter season. The area to the north where slide movement prevented completion of the work anticipated last year, is still moving and will require some corrective action at a future date. The concrete barrier, which was installed to prevent slide material from going across the roadway, is still basically intact and is performing its function very well. This installation has made it unnecessary to provide emergency cleanup in the area, and has allowed our cleanup work to be done during regular hours with our Maintenance Forces.

Mr. Riedl and I discussed what work was contemplated by the department in the area for the forthcoming construction season. We had anticipated that it would be advisable to do some corrective work on the section to the north of the main body of the slide where sliding action is still taking place. Mr. Riedl suggested the possibility of deferring this work for one more year and performing additional studies in the area to give us a better determination of precisely what type of sliding action was taking place, and to give us an opportunity to prepare a better design and analysis of the corrective action which we wanted to take. In discussing this with Mr. Fretwell, he indicated that he would like to install four additional slope indicators throughout this area in order to get better readings on the location of slip plane and the magnitude of the sliding action, which is currently taking place. This was agreeable to Mr. Riedl.

The Region recommends that additional work through this section be deferred for one additional year with Mr. Fretwell installing four additional slope indicator tubes, and performing monitoring of these installations throughout the summer and the next winter season, in order to determine more accurately the magnitude of the mass and the location of the slip plane in the northerly area.

Concur w/ recommendation 3-3-75
ESH
cc Riedl
Fredrickson

Mr. Everton would assist Mr. Fretwell in the installation of these devices and would perform incidental corrective drainage work in order to attempt to channel water from the main body of the mass. Mr. Fretwell would also install some horizontal drains adjacent to the highway at the base of this northerly section. A request should be made to the Federal Highway Administration to retain the ER funding for an additional year in order that it be available when proper corrective action is decided upon.

We would also request that additional photographs be taken by Mr. Jeter to determine the amount of erosion which has taken place on the coast line below the major mass of the slide. It could be advisable to install heavy riprap along the base of this section, if it appears that erosive action is sufficient to unbalance the stability which we have now provided. Mr. Anderson will arrange for this photogrammetry and will take cross-sections of the northerly slide to assist Mr. Fretwell in his analysis.

Please advise this office if you concur with this recommendation, and if so, work with the Federal Highway Administration to assure continuation of the ER funding for another year. Should you determine that a different course of action is advisable, or that additional work should be done this season, we will proceed on your recommendation after we are so advised.

COF/elk
cc: Scott Coulter
    Carroll Keasey

#8024

Robert W. Straub
xxxxxxxxxx

February 27, 1975

1095 J
778 S

The Honorable Victor Atiyeh
State Senator
Senate Republican Office
Salem, OR 97310

Attention Mr. Gary Bauer
Administrative Assistant

Dear Senator Atiyeh:

Downing - File 48172
Silver Point Slide Section
Oregon Coast Highway
Clatsop County

This property was acquired because of a massive slide which occurred on US101 at a location known as Silver Point just south of Cannon Beach. The major problem with the property owner is whether the appraisal of the property is to be predicated on its existing condition after the slide or on the market value prior to the slide. An analysis of this massive slide was done by outside consultants and it is their opinion that the construction or maintenance of the highway was not the cause of the slide. The slide ranged from 35 to 80 feet in depth and encompassed a large area. On this basis, the property value must be as indicated in the after-slide condition.

The Downings were, and probably still are, represented by a competent attorney, Mr. Lawrence Dean from Astoria, and he has indicated to us that valuation is the problem. The Downings were paid moving expenses to Portland of all their furnishings and we have actually taken possession of this property and removed the improvements to correct the slide. It was very doubtful that the house remained within the original property lines after the slide occurred. We believe that our appraisal techniques were correct but the actual settlement will probably go to litigation and a judicial determination.

We can find no basis for the statement in the fifth paragraph of Mrs. Downing's letter, in which she has alleged particulars regarding a trade of property. One of the files from a party named Wadsworth, indicated he was interested in a trade if we had similar property available anywhere on the coast. However, there was nothing available and the file was settled through negotiation. I have no knowledge of any trading activities in the area which involved any properties on this slide.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc George M. Baldwin (enc.)
A. E. Johnson
R. L. Schroeder
J. B. Boyd
R. B. Sipprell (enc.)
Jack Sollis "

JBB:jk/FBK:ja

HOME ADDRESS
VICTOR ATIYEH
7690 SW FAIRMOOR STREET
PORTLAND, OREGON 97225

WASHINGTON COUNTY
DISTRICT FOUR

SENATE REPUBLICAN LEADER

OREGON STATE SENATE
SALEM, OREGON
97310

February 21, 1975

RECEIVED
STATE HWY ENGR
FEB 24 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

Mr. F. B. Klaboe
Administrator
Highway Division
STATE HIGHWAY BUILDING
Salem, Oregon 97310

Dear Mr. Klaboe:

Senator Atiyeh has received the attached correspondence concerning the Highway Division's attempt to purchase a piece of property. I would appreciate your comments on this action and also as to the aquisition of the property surrounding the writer's parcel.

Thank you in advance for your assistance.

Sincerely,

Gary Bauer

Gary Bauer
Admin. Asst.
SENATE REPUBLICAN OFFICE

GB/jb

NOTED
R. L. SCHROEDER

RECEIVED

OTED
A. E. JOHNSO

15819 S.E. Oatfield Road
Milwaukie, Oregon 97222

Senator Victor Atiyeh
7690 S.E. Fairmoor
Portland Oregon 97225

Dear Senator Atiyeh,

I am writing to you because I believe you are truly concerned about having responsible government in Oregon. I honestly can't believe what is happening to us because of the actions of the state highway department.

You will probably recall that Highway 101 slid last winter and a bypass route was temporarily put in. We had a beach cabin below the slide and approximately 30feet of our land was consumed by the encroaching highway. Next we heard that the highway department wanted to buy our place. We said "no"; we worked a long time to find and afford the property, and no way were we willingly giving it up. Next we learned the highway department was condemning it, and they had the unmitigated to gall to tell us $2500 was a fair price for it. (We paid $10,000 3 years ago when we bought it, and the only way we achieved such a low price was because the seller was a friend of long standing.)

My husband and I, our children, and our friends have had so many wonderful times at the cabin. The view is spectacular regardless of the weather. When my husband, I were recovering from surgery, we spent hours lying in front of the house just basking in the enjoyment of its remoteness and beauty. I'm sure that in your present circumstances, you can readily understand how wonderful a bit of privacy can be now and then.

If the state truly has to take our property, common justice should dictate something better than the state's ridiculous offer. Oceanfront property close to Portland is very hard to find, and what is available is expensive.

If this injury were not enough, the state is now in the process of trading the property adjoining ours (which also went through the slide, only has no dwelling on it) for another piece of property for which the state just paid $3500! It's really ironic because our property is approximately four times as big and has a habitable dwelling on it.

RECEIVED
STATE HWY ENGR
FEB 24 '75
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Sincerely,

Nancy S Downing

(Mrs. Walter K.) Nancy Starkweather Downing

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 26, 1975

FILE: 4-1013

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION 2 ENGINEER

SUBJECT: Silver Point Slide

TO: E. S. Hunter
ASSISTANT STATE HIGHWAY ENGINEER

On February 25, 1975, Paul Riedl, Gerry Wimer, Bill Fretwell, Eldon Everton, Chet Anderson and I, reviewed the conditions at the subject slide on the ground. The main body of slide, which was repaired under contract last year, appears to be very stable and the geological monitoring of the slope indicators has indicated no movement during the winter season. The area to the north where slide movement prevented completion of the work anticipated last year, is still moving and will require some corrective action at a future date. The concrete barrier, which was installed to prevent slide material from going across the roadway, is still basically intact and is performing its function very well. This installation has made it unnecessary to provide emergency cleanup in the area, and has allowed our cleanup work to be done during regular hours with our Maintenance Forces.

Mr. Riedl and I discussed what work was contemplated by the department in the area for the forthcoming construction season. We had anticipated that it would be advisable to do some corrective work on the section to the north of the main body of the slide where sliding action is still taking place. Mr. Riedl suggested the possibility of deferring this work for one more year and performing additional studies in the area to give us a better determination of precisely what type of sliding action was taking place, and to give us an opportunity to prepare a better design and analysis of the corrective action which we wanted to take. In discussing this with Mr. Fretwell, he indicated that he would like to install four additional slope indicators throughout this area in order to get better readings on the location of slip plane and the magnitude of the sliding action, which is currently taking place. This was agreeable to Mr. Riedl.

The Region recommends that additional work through this section be deferred for one additional year with Mr. Fretwell installing four additional slope indicator tubes, and performing monitoring of these installations throughout the summer and the next winter season, in order to determine more accurately the magnitude of the mass and the location of the slip plane in the northerly area.

MAR - 3 1975
INFO
OFFICE ENGR.
COUNTY-CITY
FEDERAL AID
INVENTORY-NEEDS
MILEAGE INVENTORY
PROG. & SCHEDULE
REMARKS:

Mr. Everton would assist Mr. Fretwell in the installation of these devices and would perform incidental corrective drainage work in order to attempt to channel water from the main body of the mass. Mr. Fretwell would also install some horizontal drains adjacent to the highway at the base of this northerly section. A request should be made to the Federal Highway Administration to retain the ER funding for an additional year in order that it be available when proper corrective action is decided upon.

We would also request that additional photographs be taken by Mr. Jeter to determine the amount of erosion which has taken place on the coast line below the major mass of the slide. It could be advisable to install heavy riprap along the base of this section, if it appears that erosive action is sufficient to unbalance the stability which we have now provided. Mr. Anderson will arrange for this photogrammetry and will take cross-sections of the northerly slide to assist Mr. Fretwell in his analysis.

Please advise this office if you concur with this recommendation, and if so, work with the Federal Highway Administration to assure continuation of the ER funding for another year. Should you determine that a different course of action is advisable, or that additional work should be done this season, we will proceed on your recommendation after we are so advised.

COF/elk
cc: Scott Coulter
    Carroll Keasey

#8024

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

February 13, 1975

Mrs. Nancy S. Downing
15819 S.W. Oatfield Road
Milwaukie, Oregon 97222

RECEIVED
STATE
FEB 17 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Dear Mrs. Downing:

Re: File 48172 - Downing
Silver Point Slide
Oregon Coast Highway
Clatsop County

Thank you for your letter describing the circumstances leading to the purchase of your property by the State.

After a thorough review of the circumstances, it appears that the State is complying with the applicable laws and regulations in the acquisition of your property. Since a complaint has been filed through the courts for the State to acquire the property, the courts will now have to determine the value of the property on the date that the State filed the complaint or took possession of the property.

I understand you are represented by counsel and I recommend this complaint be handled by your attorney for the maximum benefits the court will award. This is the protection the State Constitution has provided the property owner where eminent domain is involved.

I hope this matter is concluded satisfactorily.

Sincerely,

Governor

RWS:t

bcc: Dept. of Transportation

NOTED
MARIE STEPHENS

RECEIVED
FEB 14 1975
OFFICE
DIRECTOR of TRANSPORTATION

cy R/c /
2/18/75

COPY

#8024

DIRECTOR'S FILE

JAN 27 1975

The Honorable Robert W. Straub
Governor of Oregon
State Capitol
Salem, OR 97310

Dear Governor Straub:

Attached is a draft of a suggested reply for your use in reply to Mrs. Nancy S. Downing's January 3 letter.

On February 3, 1974, a slide occurred in the vicinity of the Downing house near Cannon Beach on Highway 101. This slide was in a well-known slide area, which has been in evidence for many, many years. As a result of the slide, the Downing house was moved a considerable distance and probably was not within the original property lines.

The Highway Division employed the firm of L. R. Squier, Inc., of Portland to investigate the slide and to recommend corrective measures to our highway. The consultant's report substantiated the determination of State Geologists that the Downing property was in an old slide area, with a history of movement, and that in no way was the Highway Division responsible for the slide which reduced the value of the Downing property.

The problem is that the valuation placed on the property by the Highway Division is predicated on its value after the slide occurred (not on its market value prior to the slide) because of the opinion that the Highway Division is not responsible for the slide.

JAN 27 1975

Since the Highway Division has been unable to arrive at an agreement with the Downings, it was necessary to file condemnation proceedings to arrive at a settlement through the courts. The Downings are represented by a competent attorney, Mr. Lawrence M. Dean of Astoria.

Sincerely,

George M. Baldwin
Director of Transportation

Attachment

bc Sam R. Haley
F. B. Klaboe

AEJ:ja fn

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

DATE: January 21, 1975

TO: George M. Baldwin, Director
Department of Transportation

Fred

FROM: F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT: File 48172 L-7095 - Downing
Silver Point Slide
Oregon Coast Highway
Clatsop County

Attached is a rough draft of a suggested reply for Governor Straub to Mrs. Nancy S. Downing regarding the above file, with a draft of a letter of explanation to Governor Straub for your use.

I am also attaching all of the suggested replies and replies to her previous correspondence. These were prepared as answers to substantially the same type of letters from the Downings received by Wendell Wyatt, Bob Packwood, and you.

As you can see, the value of the property before the slide was a great deal more than the value of the property after the slide. Since the State does not believe the slide was the State's responsibility, all of these properties were appraised on their present value.

Attachments

RECEIVED
JAN 23 1975
OFFICE
DIRECTOR of TRANSPORTATION

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

DATE: January 21, 1975

TO: George M. Baldwin, Director
Department of Transportation

FROM: F. B. Klaboe, Administrator
and State Highway Engineer

Fred

SUBJECT: File 48172 L-7095 - Downing
Silver Point Slide
Oregon Coast Highway
Clatsop County

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Attachments

RECEIVED
JAN 23 1975
OFFICE
DIRECTOR of TRANSPORTATION

5

STATE HWY ENGR
JAN 16 '75
REFER TO
FOR
Info Inves Div D/R Sign Act

to Hiway Div

900011

15819 S.E. Oatfield Road
Milwaukie, Oregon 97222
January 3, 1975

Robert Straub
Executive Building
240 Cottage N.E.
Salem, Oregon

Dear Mr. Straub:

I am writing you because you have a reputation for not being afraid to take a definite stand on issues of all kinds. Briefly, this is the situation.

Highway 101, south of Cannon Beach, slid onto the back of our oceanfront lot last winter. My husband repaired the house after the slide, and our family spent many enjoyable weekends there. The State Highway Department said they had to have our land and the property on both sides of it. We accept the right of eminent domain, reluctantly but realistically. What we cannot accept is the $2500 the state says is a fair price for our home.

Mr. Straub, we paid $10,000 for our beach home three years ago. The only reason we were able to get it so cheaply was because the seller was an old friend. We had a fantastic view, total privacy and a very comfortable little house. We would have preferred to keep what we had, but at least we should have been given enough to buy something else!

While the state was telling us $2500 was a fair price, it offered the property adjoining ours a piece of property in trade for which the State had just paid $3500. The irony of this is, this latter property, which had also gone through the slide, was less than 1/4 the size of ours and had never had any kind of dwelling on it.

The settlements are capricious to say the least. We accept the right of eminent domain, but why should we have to fight our own state to get a fair price for what has been taken from us? Litigation is costly and time-consuming. The Highway department should pay a fair price for what it takes so that time and cost of litigation would be eliminated.

Thank you for taking the time to read my letter. You have our best wishes for your years as governor. We think you'll make a good one. Thank you for whatever you may be able to do to correct this injustice.

Sincerely,

Nancy S. Downing

(Mrs. Walter K.) Nancy S. Downing

RECEIVED
STATE HWY ENGR
JAN 15 '75
REFER TO
FOR
Info Inves Div D/R Sign Act

RECEIVED
JAN 16 1975
OFFICE
DIRECTOR of TRANSPORTATION

8027

CON-5-8027

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
XXXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 24, 1975

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM Vince Gallagher
C. T. Keasey
For Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 8027, Work Completed November 18, 1974

Project New Idaho School Loop

Highway FAS 19-106 & 19-107, County Lake

Type of Work Structures

Contractor Hamilton Construction Co.

Recommended Acceptance Date 1-27-75

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:wm

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
V. Gallagher

APPROVED
FBKlaboe
STATE HIGHWAY ENGINEER
DATE: 1-28-75

8024

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE January 23, 1975

TO MEMO TO FILE

FROM John R Oakes
John R. Oakes
Assistant R/W Engineer

SUBJECT File 48172 - Downing
Silver Point Slide Section
Oregon Coast Highway
Clatsop County

I received a call today from the office of Senator Victor Atiyeh. Mr. Atiyeh had received a letter from Attorney Starkweather representing the Downings, reciting the unfairness of the State's offer of $2500 for property the Downings paid $10,000 for a few years ago. This appears to be a continuation of the protest that the Downings have made to all government officials they can contact.

I explained that we were required to offer the value of the property at the time we took possession which was considerably different from the value of the property before the slide. I explained that this procedure has been recommended by the Assistant Attorney General as the State was not responsible for the slide.

JRO:ha

cc R.L. Schroeder
J. B. Boyd
Jack Sollis
Rod J. Henry

RECEIVED
[illegible]

NOTED
R. L. SCHROEDER

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8024

Order No. 3

Section SILVER POINT SLIDE

Date November 6, 1974

Highway OREGON COAST

F.A.P. No. ER 281(4)

County CLATSOP

Prefix 4-1013

Account No. 222-03

Description of Work To Be Done: SLIDE CORRECTION: Furnish, install, and paint precast concrete median barrier 250 ft. in length, furnish, construct and install 28 Cedar Catch Inlet covers, construct extra drainage from Sta. 387+50 to 393+00 and remove slide material when necessary from the Highway.

Work to be done by State Forces

9-24-74

Location by Station Numbers: 387+50 thru 410+00

for

12-5-74

Estimate of Quantities and Costs:

paint, furnish, & install Concrete Median Barrier		furnish, construct, & install Catch Inlet Covers		future Slide Correction work	
Materials	$2,000.00	Materials	$380.00	Material	$ 6,970.50
Labor	400.00	Labor	300.00	Labor	25,558.50
Equipment	100.00	Equipment	100.00	Equip.	13,941.00
Outside Equip.	250.00				
Total	$2,750.00	Total	$780.00	Total	$46,470.00

TOTAL ESTIMATE OF QUANTITIES AND COSTS - $50,000.00

Explanation: This is an additional anticipated item under the Project Authorization for this Project. Work under this S.F.O. is needed to protect the present Highway and the Slide Correction work recently completed by the contractor.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $573,967.51

Present estimate of project cost, including $50,000.00 for work under this order $486,175.41

Expected under-run ~~over-run~~ (amount) $87,792.10

Expected under-run ~~over-run~~ (per cent) 15.3

Space to right of this line is for use of Salem Office

Submitted by: Charles W. Elroy — Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: Regional Engineer

Approved: Construction Engineer

SP*72630-724

AD
11-25-7

8024

J

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

O~~ctober 24,~~1974

Salem, Oregon

11-5-74

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Silver Point Slide

FILE: 4-1013

TO: H. S. Coulter
ASSISTANT STATE HIGHWAY ENGINEER

We are enclosing a suggested news release covering the work done to date and the circumstances which were encountered during the repair of the Silver Point Slide.

We feel that this news release will provide a follow-up to newspaper articles which have been written about the slide and correct some of the misconceptions which they have caused.

Please review our suggested news release and if you feel it is appropriate pass it on to John Early for publication.

COF:lb
Attachs.
cc: Everton w/encls.
Elroy

11-5-74

Chuck —

Rather than a formal news release from John Early, I thought a visit and explanation [illegible] the slides with [illegible] paper might do us some good — a release from this office might not accomplish as much —

- Scott

RECEIVED

1974

NEWS RELEASE

The interim repair work on the major Silver Point Slide which occurred in February, 1974 was completed on September 30, 1974. The Coast Highway through the slide area has been realigned, drainage pipes and drainage ditches have been installed on the area above and below the highway to provide for the dispersion of water during the winter period. Horizontal drainage is being installed both above and below the highway by State Geology crews. Metering devices to monitor the movement of the slide mass have been installed and will be read during the winter months to determine what instability exists in the slide mass. This data will provide a basis for additional work if it is considered to be necessary.

As a part of the slide repair contract some work was proposed to be done on the slide mass to the north of the large slide area. This proposed work would have cleaned up the area which was repaired in 1969 to remove material which had fallen into the upper benches and which had sloughed down into the area next to the highway. After this work was started some old cracking was found up the slope behind the area which was constructed in 1969. Since this cracking indicated more extensive sliding condition than had been anticipated, the contractor was asked to cease this operation and additional monitoring devices were installed throughout the slide to investigate the magnitude of the problem. Sufficient work was done to insure proper drainage of the area and a concrete barricade was installed on the existing highway to retain the small amounts of sloughing material which might slough from the slope during the winter months. Geological investigation at this point does not indicate that a massive movement of either slide mass will occur this winter. It is anticipated that some movement will take place in the upper reaches of the slide and that some material could slough down to the area near the highway. Geological investigations will continue throughout the winter. A better indication of what work could be done to best protect the highway will be developed when this information is obtained, and the State Geologists have the opportunity to study the behavior of the slide throughout the winter.

COF:lb

10-24-74

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8024

Order No. 4

Section SILVER POINT SLIDE

Date OCTOBER 17, 1974

Highway OREGON COAST

F.A.P. No. ER 281(4)

County CLATSOP

Prefix 4-1013

Account No. 234-04 ✓

Description of Work To Be Done: Construct Horizontal Drains in the North and South Slide areas of the Silver Point Slide Section.

[illegible] EFFECTIVE DATE 10/24/74
C[illegible] upon modification of pro-
[illegible]ement if additional funds are
[illegible]
Valach
C. J. Valach
Dist. Engineer
11/20/74
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

387 + 50 Lt. to 393 +00 Lt.
399 +00 Lt. & Rt. to 408 + 00 Lt. & Rt.

Estimate of Quantities and Costs:

Labor	$28,000.00
Materials	8,000.00
Equip.	4,000.00
Total	= $40,000.00

Explanation: This S.F.O. is needed to releive the Slide areas of trapped water which is too deep to get out by other means.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 573,967.51
Present estimate of project cost, including $ 40,000.00 for work under this order	$ 526,175.41
Expected under-run ~~over-run~~ (amount)	$ 47,792.10
Expected under-run ~~over-run~~ (per cent)	8.33

Space to right of this line is for use of Salem Office

Submitted by: Charles W. Elroy — Resident Engineer

Approval Recommended: For — Construction Engineer or Bridge Engineer

Approval Recommended: — Regional Engineer

Approved: — Construction Engineer

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DEPARTMENT

Contract No. 8024 Section Silver Point Slide FA No. ER-281(4)

Type Revision SFO No. 4 Amount $40,000 Funds in Author. $573,967.51

Status Total Project Author.: Over ___ % $ ___ Under 8 % $47,792.10

Explanation (why) and Comments Construct horizontal drains in the northerly and southerly slide areas. Contract work completed. Requires specialized equip. and crew readily available as State Forces. In public interest to proceed promptly.

Method of Payment State Force Order Est. increase ~~decrease~~ in cost $40,000

Price checked by Cost Analyst ___ Discussed Asst. Constr. Engr. 10-24-74 Johnsen

Discussed with Paul Riedl on 9-24-74 by Jerry Wimer

Action Recommended:

☒ APPROVAL
☐ SUBJECT TO REVIEW
☐ OTHER
☒ PARTICIPATING
☐ WITH COST JUSTIFICATION
☐ TENTATIVE APPROVAL TO PROCEED ___
☐ NON PARTICIPATING
☐ WITH SUPPORTING DATA

8024

J

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION SILVER POINT SLIDE	WEEK ENDING 5 OCT 74
		SECTION PREFIX 4-1013
	HIGHWAY OREGON COAST	COUNTY CLATSOP
NAME OF JOB SILVER POINT SLIDE	KIND OF WORK SLIDE CORRECTION	
CONTRACTOR William D. McBee & Hi-Lo Rds. Inc.	CONTRACT NUMBER 8024	FEDERAL AID PROJECT NUMBER ER-281(4)
DATE OF CONTRACT 27 JUNE 74	DATE WORK STARTED 9 JULY 74	ESTIMATED COMPLETION DATE 30 SEPT 74
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE 30 Sept 74	PERCENT OF TIME ELAPSED 100 %
PROJECT AUTHORIZATION: $573,967.51		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100 %
EXCLUSIVE OF ENGINEERING: $528,454.67	ENGINEERING AUTHORIZATION $45,512.84	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 70 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $392,498.25	ENGINEERING COST TO DATE $37,224.11	DATE PROJECT WAS COMPLETED: 30 Sept. 74
ESTIMATED PERCENT: OVERRUN 25.7 %	PERCENT OF AUTHORIZATION 82 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	ROCK ENBK	
100 %	100 %	100 %	100 %	100 %	100 %	100 %	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.32	0.23			0.23
MILES PARTIALLY COMPLETED	-	-			-
MILES COMPLETED	0.32	0.23			0.23
TOTAL ESTIMATED QUANTITIES (CONTRACT)	58,200CY	2260 ton			760 ton
TOTAL QUANTITIES CORRECTED TO DATE	47,835CY	1949 ton			735 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	47,835CY	1949 ton			735 ton
AVERAGE DAILY QUANTITIES	-	-			-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-			-
NUMBER OF SHIFTS PER DAY	-	-			
HOURS PER SHIFT	-	-			

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	NA							
PERCENT	NA							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	/OVERCAST			
MONDAY	FOGGY/OVERCAST			
TUESDAY	LIGHT CLOUDS			
WEDNESDAY	CLEAR & COOL			
THURSDAY	CLEAR			
FRIDAY	CLEAR			
SATURDAY				

RECEIVED
[illegible] 2 1974

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

29 Sept 74 SUNDAY	General clean-up
30 Sept 74 MONDAY	General clean-up Completed the installation of guide posts. State Striping Crew striped the Project today under SFO # 1 Paved approach Lt. of Station 407+00 with Class "C" AC State drillers above the North Slide completed drilling for Slope meter tubes. Drillers continued with Horizontal drain installation in the SouthSLide.
1 Oct 74 TUESDAY	NO ACTIVITY
2 Oct 74 WEDNESDAY	NO ACTIVITY
3 Oct 74 THURSDAY	NO ACTIVITY
4 Oct 74 FRIDAY	NO ACTIVITY
5 Oct 74 SATURDAY	NO ACTIVITY

REMARKS

3 Oct 74: Final inspection this date by the following:
C.O. Fredrickson, Regional Engineer
Ted Litchfield, Region Operations Engineer
Paul Riedl, F.H.W.A.
O.B. Jackmond, Construction Field Engineer (Road)
Edgar Johnsen, Special Studies & Cost Engineer
Bill Fretwell, Region Geologist
Eldon Everton, District Engineer
Jim Walker, Supt. for Contractor
Charles W. Elroy, Resident Engineer

This will be the last Weekly Report for this Project.

SIGNED Charles W. Elroy LOCATION Seaside

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

#8024

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

September 27, 1974

The Honorable Wendell Wyatt
2438 Rayburn House Office Building
Washington, D. C.   20515

366-K
426-K
556-S

Dear Congressman Wyatt:

I have extensively reviewed the property problem of Mrs. Nancy Downing with Fred Klaboe, Administrator of the Oregon State Highway Division, and his staff. Significant in the decision of Mr. Klaboe was a consultant report by L. R. Squiez, Inc., Portland. The consultant report substantiated the determination of State geologists that the Downing property was in an old slide area with a history of movement and that in no way was the Highway Division responsible for the slide which reduced the value of the Downing's property. Based upon the expertise exercised in this matter, Mr. Klaboe had no alternative other than the determination made.

As you may know, Lawrence Dean is the attorney for Mrs. Downing, and there has been a suit filed in court respecting this. A hearing date has not been determined but it has reached a point where determination rests with the court. I hope this information is useful and I regret I could not be of more positive assistance.

If you should want more specific information from the files of the Highway Division, please advise me.

Sincerely,

Marc P. (Ted) Winters
Ombudsman

TW:vo

RECEIVED
STATE HWY ENGR
OCT 1 '74
REFER TO
FOR
Info | Rpts | RD | DIR | Sign | Act | File

NOTED
MARIE STEPHENS

#8021 9-10-74

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE September 6, 1974

TO Memo to File

JB Boyd

FROM J. B. Boyd
Right of Way Engineer

SUBJECT File 48172 L-7095 - Downing
Silver Point Slide
Oregon Coast Highway

Met with Mr. Ted Winters, Ombudsman, and Maxine Dake of his office to discuss this file. Mr.Klaboe and I indicated our position which was value on the after slide condition. This being based on reports and legal advice.

We furnished copies of letters not in his possession.

JBB:rk
cc: F. B. Klaboe
Walt Barrie

NOTED
MARIE STEPHENS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF THE ADMINISTRATOR

RECEIVED
STATE HWY ENGR
SEP 1 2 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SEP 3 1974

IN REPLY REFER TO:
HRW-10

ER-281(1)

Honorable Wendell Wyatt
House of Representatives
Washington, D.C. 20515

Dear Mr. Wyatt:

This is in reply to your inquiry of July 26, 1974, concerning the proposed acquisition of property from Mrs. Walter K. Downing of Milwaukie for the correction of a massive landslide involving US 101 near Silver Point. We acknowledged your inquiry on August 5, 1974.

We have been advised that the area of concern is very susceptible to slides and that this particular slide ranges from 80 to 35 feet in depth and encompasses a large area. In order to determine its liability in this matter, the Oregon State Highway Division requested that an analysis of this slide be made by consultants. It is the opinion of the consultants that the Highway Division is not responsible for this slide. As a result, the property was appraised in its condition following the slide. Based on the consultants' opinion, appraisal of the property in its condition prior to the slide would have been subject to serious question.

It should be realized that sincere differences of opinion may arise. This is true not only in the case of a slide, but also in the value of a property even when a slide is not involved. We have been advised that Mrs. Downing, as well as other property owners who have been affected by the slide, has retained legal counsel. It appears that in the present situation legal counsel can best advise the affected property owners of their rights and remedies under State and local law.

We appreciate the opportunity to provide this information. If we may be of further assistance, please advise.

Sincerely yours,

Norbert [illegible]
Federal Highway Administrator

July 24, 1974

F. B. Klaboe - Ext. 6516

SUGGESTED REPLY FOR THE OMBUDSMAN'S CONSIDERATION

Miss Cindy Downing
15819 S. E. Oatfield Road
Milwaukie, OR 97222

Dear Miss Downing:

The Highway Division tells me that Mr. F. B. Klaboe, Administrator and State Highway Engineer, wrote a letter to your mother on June 11 explaining the reasons for the offer for your family's property in the Silver Point Slide area. Your family is represented by legal counsel, and the questions involved in the valuation of your property were legal questions and must be settled in that manner.

I hope the answers given to you by Mr. Klaboe and your subsequent consultations with your legal counsel, Mr. Larry Dean, have answered your questions.

It is unfortunate that your property has been affected, but this area is very susceptible to slides and the protection of the highway and the traveling public is of paramount importance.

bc:

Perry 7.

RECEIVED
STATE HWY ENGR
JUL 12 '74
REFER TO
FOR
Info
'nves
R/D
D/R
Sign
Act
File

15819 S.E. Oatfield rd.
Milwaukie, Oregon
97222

Jun 3 '74

May 29th, 1974

Mr. Packwood;

My name is Cynthia L. Downing. I am 15 years of age. My family owns a cabin just off Cannon beach. I have been taught in school how good Oregon and America are. Up until these past few weeks I had beleived it. Our Cabin was one of three involved in the 1/2 mile 101 slide. We love our cabin. It is very important to us. The state offered us a ridicolously low sum for it. (To be exact $2,500.00) Though I hate the thought of ever letting it go, I feel that offer was an affront.

We, of course, refused the offer. The state then informed us they had condemned it. I am feeling totally headspun. I could not beleive that my own state would fight against us. Us! Oregonians from way back. I don't know if it matters, or if you'd even care, but my sister-in-law, who was born and raised in China, is coming to Oregon for the first time, this June. I have told her (through letters) time and time again "Oh! You'll love Oregon! Everyone helps everyone and this makes for kind and lovely people." I feel now that I have unwittingly lied to her. She has written to us in regard to our cabin and said how lucky we are to have beach land. I have to agree. But she will never get to even see the cabin for we were today informed the state plans to bulldoze the cabin down. Not only that, they aren't offering to pay us anymore because part of our cabin (and property) is on our neighbors land. They won't pay our neighbor either though beacuse they (The state) say it's our cabin. This kind of system is a farce! I ask your mercy and help (quickly please) in saving our cabin.

Sincerly Yours:
Cindy L. Downing

8024

June 11, 1974

366-K

Mrs. Walter K. Downing
15819 S. E. Oatfield Road
Milwaukie, Oregon 97222

Dear Mrs. Downing:

The value of your property which is being acquired in conjunction with the Silver Point slide correction on Highway 101 was determined by proper appraisal techniques. We understand you are represented by Lawrence M. Dean, Attorney at Law, of Astoria, and his letter to us dated May 28, 1974, states his position on the valuations completely.

We believe that the statements contained in your letter should be directed through your attorney as both our positions are based on reasonable legal grounds. The legal questions involved may require a judicial determination and any comments other than this could be prejudicial to the case.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: Lawrence M. Dean
Chalmers Jones, Ombudsman

bc: A. E. Johnson
Walt Barrie
Rod Henry
R. L. Schroeder
J. B. Boyd

JBB:kp dpy

MACDONALD, DEAN, MCCALLISTER & SNOW
ATTORNEYS AT LAW
801 COMMERCIAL STREET
P. O. BOX 508
ASTORIA, OREGON 97103

A. W. NORBLAD (1881-1960)
ROBERT C. MACDONALD
LAWRENCE M. DEAN
JERRY K. MCCALLISTER
HAROLD A. SNOW
JEANYSE R. SNOW

TELEPHONE 325-2511

May 28, 1974

RECEIVED
MAY 29 1974
LEGAL

Mr. Jack Sollis
Assistant Attorney General
Department of Justice
State Office Building
Salem, Oregon 97310

Re: Silver Point Slide - Downing, Jewett, Stafford and Settum

Dear Mr. Sollis:

This will confirm our telephone conversation in which I advised you that we represent Mr. and Mrs. Walter V. Downing, Mr. and Mrs. Robert V. Jewett, Mr. and Mrs. Lou Stafford and Elizabeth, Barbara and Leon Settum, in regard to the proposed condemnation of their property by the State Highway Department.

We are aware that you have made offers to these people for their property and you agree that these offers were based upon after slide values of their property. You are also aware of our position that the appraisal of their property should be on a before slide basis because it is our position that the slide was caused or contributed to by the construction of the highway at its previous location. You have advised me that this question is presently under study by the State Highway engineers and that you do not plan on having an answer until the study has been completed. You have also indicated to me that if the State Highway engineers do determine that the State Highway Department is responsible for the slide, a new appraisal will be made and new offers will be made to these property owners based on a before slide value. We will wait for that report prior to taking any further steps in this matter.

There has been some indication that you might wish possession of the building at this time. It is our feeling that the building should not be moved until your engineering studies and your decision regarding value have been made. We will assume that there will be no objection to our clients retaining possession of their property until we have at least completed this initial stage.

Very truly yours,

MACDONALD, DEAN, McCALLISTER & SNOW

Lawrence M. Dean

LMD:lc

CC: Mr. Roy A. Horine
Oregon State Highway Division
Highway Building, Salem, Oregon 97310

Mr. and Mrs. Walter Downing, c/o Pacific Northwest Bell,
4111 S. E. Rothe Road, Milwaukie, Oregon 97222

Mr. and Mrs. Robert Jewett, 0208 S. W. Texas, Portland,
Oregon 97219

Mr. and Mrs. Lou Stafford, 4330 S.W. Barbur Blvd,,
Portland, Oregon 97201

Mr. Leon Settum, Miss Elizabeth Settum and Miss Barbara
Settum, Box 82, Tolovana Park, Oregon 97145

☒ Legal Owner ☐ Contract Purchaser ☐ Other________ File No. 48172

☐ Liaison ☐ Appraisal ☐ Property Mgmt. Last Name Downing

☒ Acquisition ☐ Relocation ☐ Other________ Section Silver Point Slide

Name Walter K. Downing Address 15819 S.E. Oatfield Road, Milwaukie, OR

Documents Delivered:	Date
Brochures, A & R	5-1-74
Letter, O-Benefit	"
Option	"
R Claim Forms	

Area of Taking 0.63 acre Amount Approved $ 2,500

☒ Dwelling ☐ Farm ☐ Bus. ☐ Nonprofit ☐ Unimproved

Offer	Amount	Replcmt Housing	Rent Supp.	Date Written	Date Verbal
1st	2,500	-----	-----	5-1-74	5-1-75
2nd					
3rd					
4th					

DIARY OF CONTACT

Date	All Persons Present and a Statement of the Discussion
5-1-74	Met with Mr. Downing at his office with the telephone company in Milwaukie. Suggested he offer property to State for $2,500. He made a few sarcastic remarks and stated how cheap the State was and that he had paid $10,000 for the property two years ago. He advised that he and his family were spending weekends in the cabin and other than slight inconveniences in getting to the property, everything was fine. He totally refused to discuss sale anymore and told me to condemn as he was not about to sell at that figure. He refused to give counter offer and mentioned his attorney. Also refused to give me name of his attorney.
5-28-74	**Contacted Mr. Downing by telephone and he advised me to contact his attorney Mr. Lawrence Dean in Astoria.**
5-28-74	**Contacted Mr. Dean, Attorney for Mr. Downing. Mr. Dean told me of his conversation with Jack Sollis and he wants to wait until the State decides whether or not the State is at fault. I then suggested if it was determined by the State that it was not at fault, would Mr. Downing accept our offer of $2,500. He said, "no" and then I asked what counter offer he had. He said "fair market value before slide."**

RIGHT OF WAY SECTION
RECEIVED
29 1974

5-29-74
Discussed with Jack Sollis. Agent
had told him that Dean was going to
contest "necessity". He called Dean
and found out that all he would contest is
"money". Dean wanted to know if
state was paying on "before" or "after" slide.
Jack told him our geologist was making
that determination.

By Roy A Horine
Use reverse side (tumblehead) Right of Way Agent
ROY A. HORINE

FORM 81-734-3708

15819 S. E. Oatfield Road
Milwaukie, Oregon, 97222
May 25, 1974

Mr. ~~George M.~~ [illegible] Baldwin, Administrator of Highways
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

I believe you should be aware of what is being done in the name of the highway department. Yesterday my husband and I received a certified letter informing us to sincerely consider accepting $2500.00 as payment for our home at the beach.

A substantial portion of Highway 101 did encroach on the back (or east side) of our property thereby making it somewhat smaller at the time Highway 101 caved in. Our house was damaged in the resulting slide, but my husband fixed it up shortly after the slide, and we have been using it regularly since.

I recognize the state's right of eminent domain, but I also would direct your attention to Article V of the U.S. Constitution which states "nor shall private property be taken for public use without just compensation."

We love our home. We have absolutely no desire to give it up. Three years ago we were able to purchase it for $10,000 only because the seller was a friend of long standing.

This $2500. your Right of Way Engineer suggests we should consider cannot be considered an offer--but rather an affront! If your department sincerely wants us to consider an offer, make one that has some basis in judgment and common sense--such as what we would have to pay for a piece of ocean frontage with some sort of habitable structure on it.

In Washington D.C. the government has achieved a credibility gap as to its integrity; I would hate to believe that the state of Oregon has deteriorated in the same fashion.

Very truly yours,

Nancy J. Downing

(Mrs. Walter H.) Nancy J. Downing

Copy to:
Chalmers Jones, Salem, Oregon
Larry Dean, Astoria, Oregon

RIGHT OF WAY SECTION
RECEIVED
MAY 30 1974

...Y ENGR
...74

RECEIVED
MAY 30 1974
OFFICE
DIRECTOR OF TRANSPORTATION

8024   9-23-74

CC; ✓OSHD (H S Coulter)
OSHD (C Fredrickson)
Region (A Munoz)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OCT 9 1974
Office of
Assistant State Highway Engineer

INSPECTION REPORT

REGION NO. 10	REPORT ON Silver Point Slide	DIVISION Oregon
DATE OF INSPECTION 9-23-74	INSPECTION MADE BY P. V. Riedl, Area Engineer	PROJECT NO. ER-281(4)

IN COMPANY WITH
A Muñoz, Reg Soils & Pavement Engr, FHWA; Bill Fretwell, Reg Geologist, OSHD.

REMARKS

SILVER POINT SLIDE SECTION
OREGON COAST HIGHWAY
Slide Correction

10-9-74
mj to Krassig

NOTED
H.S. COULTER

A field review of the subject project was made to reevaluate the proposed corrective work at the north end of the slide which is located from Sta 387+50 to 393.

The original plan was to restore the bench area which was filled in by slide material and also shape the area above the slide. The plan was to remove 22,000 CY from this area. After removing approximately 10,000 CY the material above the bench began moving and cracks appeared throughout the bench area and some material slid onto the roadway.

The contractor stopped work and the area was restudied for corrective work. From the information furnished at that time it was decided to place a rock buttress on the bench and smooth the area above the bench. No additional material was to be removed.

The entire area was again restudied while the above proposal was being developed and it was found that some cracks had occurred approximately 500 feet and 700 feet above the roadway. The slide we were attempting to repair was a smaller portion of the overall major slide which extends to the ocean. It was determined that this proposed repair would not correct the problem and could create an additional load on the already unstable area.

Our review then established a new direction for repair. Because of the uncertainty of the size of the slide and the probability of an exorbitant cost for repair, it was decided to perform the following temporary work at the present time:

1. Install slope inclinometers to determine the depth of the failure.
2. Periodically survey the area to monitor any horizontal and/or vertical movement.
3. Reshape the slide to provide for proper drainage.
4. Place a positive barrier such as a GM rail on the shoulder of the road to prevent material from rolling onto the roadway.

This area will then be monitored during the winter and a plan for repair will then be determined along with the remaining adjacent slide.

FORM PR-33 (REV. 5-70)   EDITION OF 7-67 MAY BE USED

- 8024

5/11/74

FORM PR-33A
(REV. 3-68)

OSHD (Coulter)
Wash DC (HHO-32)

INITIAL INSPECTION REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Clatsop	Division Oregon
Date of Inspection 7-9 & 8-14/74	Inspection Made By P. V. Riedl, Area Engineer	Original signed by P. V. RIEDL	Project No. ER-281(4)

In Company With
C. Fredrickson, Reg. Engr; G. Green, Div. Engr; Ed Johnson, Spc. Studies & Cost Engr.

Location
Silver Point Slide Section
3 miles south of Cannon Beach on Highway 101

Contractor Name and Address
W. D. McBee & H. L. Roads Inc., 2050 Lomond St, Springfield OR 97477

Award Date 6/27/74	Contract Amount $371,698.25	Time Allowed Completion Date 9/30/74	Time Started	Work Started 7/9/74
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 47 %	Work Completed 20	

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Slide Repair	6201	0.42			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

RECEIVED
AUG 23 1974
Office of
Assistant State Highway Engineer

COPY SENT orig to [illegible]

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

AUG 22 1974
Washington

NOTED
H.S. COULTER

SILVER POINT SLIDE SECTION
OREGON COAST HIGHWAY
Slide Correction

The severe storm in January 1974 caused a landslide on Highway 101 between MP 31.8 to MP 32.1 which is 5.8 miles south of Cannon Beach Junction.

Project Data: This was a large fill slide that dropped the highway down approximately 35 feet at the north end and pushed the highway up approximately 10 feet at the south end, moved the highway laterally approximately 70 feet to the west. The slide damaged approximately 1050 lin. ft. of highway and the break was approximately 800 feet easterly of the highway centerline and the entire mass moved and displaced material on the beach 500 feet westerly of the highway centerline.

The large mass of earth continued to move for a few days after the initial movement causing the road to close. Other than have lights installed and a flagman or watchman at each end of the slide 24 hours per day no other work was done. As soon as the slide had stopped moving outside equipment was rented and a detour road was built over the slide area. The State purchased all the materials and only rented the equipment. This district's extra gang crew worked with the rented equipment at all times.

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

This contract provides for additional temporary repair to improve the detour to restore unrestricted two-way traffic and try to dry up the slide so a final design can be made. This work includes an easing of the curves in the alignment of the detour to facilitate traffic through the area with normal grading and paving items of work. Also, clearing and grubbing, contour grading of the slide surface to promote drainage and runoff of surface water and install a closed perforated pipe drainage system over the slide surface to carry this water to the beach. Estimated contract cost for this additional temporary repair is $785,000.

The work performed to date consists of clearing, grubbing and burning of the area above the road (approximately 75% complete) and clearing below the road (approximately 50% complete). Grading has been performed on moving the material from above the road in preparation for improving the alignment through the slide. The surfacing material has been produced and approximately 50% of the rock embankment has been placed. Also, the waste area has been cleared and grubbed.

A preconstruction conference was held on July 9, 1974 at Cannon Beach City Hall. Details of the contractor's plan was reviewed at some length and the completion date of September 30, 1974 was stressed as weather conditions would probably prevent work after that date.

Work on the project is progressing satisfactorily and the contractor is working 7 days a week, 10 hour days. He should finish the project on time if weather conditions are good.

#8024

August 12, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Re: 1041DE1/INQ-386
Oregon Project ER-281(1)
Silver Point Slide Section
Oregon Coast Highway
File 48172

We have had considerable correspondence with various legislators in answer to the Downings' protest for our acquisition of their property. I am enclosing several drafts of this correspondence. The problem is that the valuation of the property is predicated on its existing condition after the slide, not on its market value prior to the slide. You are aware of the analysis of the massive slide and it is the indication of the consultants that the Highway Division is in no way responsible for this slide.

The Downings are represented by a competent attorney, Mr. Lawrence Dean from Astoria, a former law partner of Representative Wendell Wyatt. Copies of correspondence between Mr. Dean and the Highway Division are attached. This house has moved a considerable distance; it is doubtful that the house is within the original property lines. As you remember, the slide ranges from 80 to 35 feet in depth and encompasses a large area. We believe that our appraisal techniques are correct, although it is doubtful whether most of these files can be settled without litigation and a judicial determination.

As to the statement in the fifth paragraph of Ms. Downing's letter, we cannot find any particulars regarding a trade of property. One of the files from a party named Wadsworth indicated he was interested in a trade if we had similar property available. However, on this file all we have is a permit of entry because the party is in Germany, which makes a difficult negotiation. He agreed to the permit of entry pending the completion of our negotiations.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Attachments

bc: A. E. Johnson
R. L. Schroeder
H. S. Coulter
C. T. Keasey
J. B. Boyd
C. O. Fredrickson

JBB:rk cm

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 7, 1974

In reply refer to: 1041DE1/INQ-386

SUBJECT: Oregon Project ER-281(1)
Silver Point Slide Section, Oregon Coast Hwy
File 48172, W & N. Downing
Congressional Inquiry - Mrs. Downing to Representative Wendell Wyatt

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Enclosed are copies of correspondence wherein Mrs. Downing alleges inadequate right of way settlement offer by the State for her property located in the slide repair area.

Division Right of Way Officer Charles J. Mathias will be contacting personnel of your Right of Way Section for information as a basis for reply to our Washington, D.C. Office.

G. L. Green

Enclosures:
Ltr, 8-5-74, Assoc Adm O'Connor to Congmn Wyatt
Ltr, 7-26-74, Congmn Wyatt to FHWA Adm Tiemann
Ltr, 7-22-74, Mrs. Downing to Congmn Wyatt

RECEIVED
STATE HWY ENGR
AUG 8 '74
REFER TO
FOR

WENDELL WYATT
FIRST DISTRICT
OREGON

HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515

APPROPRIATIONS
COMMITTEE

Congress of the United States
House of Representatives
Washington, D.C. 20515

July 26, 1974

Mr. Norbert T. Tiemann, Administrator
Federal Highway Administration
400 Seventh St. S. W.
Washington, D. C. 20590

Dear Mr. Tiemann:

I am enclosing herewith a letter received from Mrs. Nancy Downing of Milwaukie, Oregon, advising that the Oregon State Highway Department is proposing to pay them $2500 for their coast property for which they paid $10,000 three years ago.

This strikes me as being confiscatory and entirely out of line. I would appreciate your investigating this matter very carefully and giving me a full report thereon.

Thank you very much for your cooperation.

Sincerely,

Wendell Wyatt
WENDELL WYATT
Member of Congress

WW/p
Enc.

50806

RETYPED IN OREGON DIVISION -- COPY RECD NOT READABLE

(street address illegible)
lwaukie, Oregon 97222
July 22, 1974

The Honorable Wendell Wyatt
U.S. House of Representatives
Washington D.C.

Dear Representative Wyatt:

I am writing to you because I believe your are truly interested in having responsible government in our country. In the state of Oregon our highway department has apparently forgotten Article V which states "nor shall private property be taken for public use without just compensation."

You will probably recall that Highway 101 slid last winter and a bypass route was temporarily put in. Our family had a beach cabin below the slide and approximately 30 feet of our land was consumed by the encroaching highway. Next we heard that the highway department wanted to buy our place. We said we were not interested in selling because we worked a long time to find and afford the property, and were not willingly giving it up. Next we learned the highway department was condemning it, and they had the unmitigated gall to tell us $2500 was a reasonable price for it. (We paid$10,000 for it three years ago, and the only way we achieved such a low price was because the seller was a friend of long standing.)

My husband and I, our children, and our friends have had so many wonderful times at the cabin. The view is spectacular regardless of the weather. When my husband and I were recovering from surgery, we spent hours lying in front of the house just basking in the enjoyment of its remoteness and beauty. I'm sure that in your busy circumstances, you can readily understand how wonderful a bit of privacy can be now and then.

If the state really must have our property, common justice should dictate something better than the state's ridiculous offer. Oceanfront property close to Portland is very hard to find,and what is available is expensive.

If this injury were not enough, the state is now in the process of trading the property adjoining ours (which also went through the slide) for another piece of property for which the state just paid $3500! It's really ironic because our property is approximately four times as large and has a habitable dwelling on it.

I appreciate your circulating your news letter. I believe you wish to make government responsive to the needs of people by receiving feedback. Please do whatever you can to cause the highway department to act in a responsible manner. Institutions should be responsible to all the people they serve. I believe both federal and state monies are involved here. Surely no one should have to defend their own property rights from their own government!

Thank you for whatever you may be able to do to assist us in achieving some semblance of justice.

Sincerely,

/s/ Nancy Downing

(Mrs. Walter K.) Nancy Starkweather Downing

[illegible], Oregon [illegible]
[illegible]

[illegible]
[illegible] of Representatives
[illegible] D.C.

[illegible] Representative Wyatt:

I am writing to you because I believe you are truly interested in having responsive government in our country. In the state of Oregon our highway department has apparently forgotten Article V which states "nor shall private property be taken for public use without just compensation."

You will probably recall that Highway 101 slid last winter and a bypass route was temporarily put in. Our family had a beach cabin below the slide and approximately 30 feet of our land was consumed by the encroaching highway. Next we heard that the highway department wanted to buy our place. We said we were not interested in selling because we worked a long time to find and afford the property, and were not willingly giving it up. Next we learned the highway department was condemning it, and they had the unmitigated gall to tell us $2500 was a reasonable price for it. (We paid $10,000 for it three years ago, and the only way we achieved such a low price was because the seller was a friend of long standing.)

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I appreciate your circulating your news letter. I believe you wish to make government responsive to the needs of people by receiving feedback. Please do whatever you can to cause the highway department to act in a responsible manner. Institutions should be responsible to all the people they serve. I believe both federal and state monies are involved here. Surely no one should have to defend their own property rights from their own government!

Thank you for whatever you may be able to do to assist us in achieving some semblance of justice.

Sincerely,

Nancy Downing

(Mrs. Walter V.) Nancy Starkweather Downing

50806

024

June 27, 1974

William D. McBee and
Hi-Lo Roads, Inc.
2050 Lemond St.
Springfield, OR 97477

Gentlemen:

The Oregon Transportation Commission on June 26, 1974, accepted your proposal for the Silver Point Slide Section on the Oregon Coast Highway in Clatsop County for the sum of $371,698.25. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8024.

Contract forms are being prepared and will be mailed to you for execution.

You are reminded of the requirements included in the EEO Special Provisions for "On-the-Job Training." The fourth paragraph of the Special Provision requires that you must receive approval of ". . . the number of trainees to be trained in each selected classification . . . ." before you can commence construction. This may be accomplished at the preconstruction conference but no work can be started until this matter is resolved.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
C. O. Fredrickson
Charles Elroy
Wm. Geibel (SAIF)

#8624

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 25, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project ER-281(4)
Silver Point Slide Section
Consultant Agreement

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

cc Rulein
Fredrickson
Skoog.
6-28-74

The consultant agreement with L. R. Squier, Inc. for the study of the Silver Point Slide on the subject project is hereby formally approved as amended by the March 11, 1974 Amending Agreement except that payment for work under Item I B 4 is not eligible for reimbursement with ER funds.

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 26 '74
REFER TO Hunter — cy Coulter
FOR
Info | Inves | R/D | D/R | Sign | [illegible] ✓ | File

NOTED
A. E. JOHNSON

RECEIVED
JUN 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8

#8634

NOTED
E. S. HUNTER

June 19, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Enclosed for your information is a copy of each of two reports prepared by L. R. Squier, Inc. on the Silver Point Slide on US101 north of Cannon Beach.

The reports are being evaluated by our Location and Design Sections and it would appear that some of the drainage recommendations may need to be incorporated in the upcoming project. This would most likely be handled by way of extra work during the duration of the job.

We will be discussing with you any additions to the project prior to their incorporation in the work.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:js
Enclosures

bc:
F. B. Klaboe
A. E. Johnson
V. D. Wolfe w/att.
J. H. Versteeg w/att.
C. O. Fredrickson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 18, 1974

FILE: 4-1013

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION 2 ENGINEER

SUBJECT: Consultant's Report
Silver Point Slide

TO: Ed Hunter
ASSISTANT STATE HIGHWAY ENGINEER

We have received six copies of the final report and three copies of the letter report from L. R. Squier, Incorporated, the consulting engineer retained to study the Silver Point Slide. These reports have been reviewed by the Region 2 Geologist and he is satisfied with them. We are retaining one copy of the letter report and two copies of the final report in this office. The remaining will be transmitted to you for further distribution. We have had a request from the Federal Highway Administration for one copy of each report and have not sent anything to them at this time.

COF/elk
cc: H. S. Coulter
C. T. Keasey
D. H. Moehring

RECEIVED
JUN 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

LRS L. R. SQUIER, INC. CONSULTING ENGINEERS
SOIL MECHANICS • FOUNDATION ENGINEERING

15964 BOONES FERRY ROAD
LAKE GROVE (PORTLAND), OREGON 97034
TEL. (503) 635-3244

June 6, 1974

Oregon State Highway Department
Department of Transportation
East Salem Highway Building
2960 East State Street
Salem, Oregon 97310

Attention: Mr. C.O. Fredrickson
Regional Engineer

Re: Silver Point Landslide

Dear Mr. Fredrickson:

The enclosed Final Report (6 copies) and Letter Report (2 copies) complete our work under the terms of our Agreement dated March 11, 1974.

As we have mentioned in our Final Report additional exploratory work is recommended to be accomplished this summer that would provide essential information for finalization of a proposed buttress scheme.

On another matter, we have been continually evaluating the slope indicator and groundwater level data that you have provided us. We note that groundwater levels have continually risen in borings 74-1 and 74-2 over the past months. At the same time, we are aware that immediately downhill from these two borings, that is, in borings 74-6, 74-11, and 74-12, groundwater levels are at the ground surface. In fact, the groundwater level in 74-12 is artesian. As a result of these groundwater conditions, particularly the increasingly higher groundwater levels in 74-1 and 74-2, it may be beneficial to install this summer a permanent subdrainage system in the north portion of the landslide. The subdrainage system, as presently envisioned, would consist of a line of deep, large diameter drain wells, installed in the vicinity of borings 74-1 and 74-2.

On the assumption that the groundwater levels will continue to rise in borings 74-1 and 74-2, thus confirming generally high groundwater levels throughout the entire north portion of the landslide, construction of a deep, drain well subdrainage system this summer would undoubtedly improve the stability of the north portion and, thereby, decrease the risk of future movements. Moreover, it would appear that a similar system of drain wells would be required to dewater the ground for any buttress construction. Consequently, either on a temporary or permanent basis, it would appear that some dewatering will be required in the north portion of the slide.

As envisioned, the drain wells would consist of 5 foot diameter caissons, filled with free draining material, and interconnected at the bottom. Spacing would be selected. The drain wells could be dewatered by pumps, until next summer. At this time, they could be tapped to drain by gravity either in connection with buttress construction or, alternatively, if the buttress is not constructed, gravity drainage could be provided to the ravine on the north, separately. Of course, if pumping until next year does not appear practical, gravity drainage could be provided at the time of construction this summer.

We would be pleased to discuss a deep, drain well subdrainage scheme further, at a conference at your convenience.

Very truly yours,

L. Radley Squier

L. Radley Squier, P.E.

LRS:cm

. 8024

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 18, 1974
Salem, Oregon

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: M. P. 32.0 Slide
(Silver Point Slide)
Consultant Billing

TO: Richard Hacek
ACCOUNTING SYSTEMS OFFICER

We are enclosing one billing from L. Radley Squier, Consulting Engineer who was retained to study slide conditions at the subject location. This is a final billing and includes his incurred costs plus the agreed upon percentages as well as the $2,100 and $500 fixed fees which were to be paid when his work under the consulting agreement was complete. This work has been done and his reports have been received by this office. We feel that Mr. Squier has fulfilled the terms of the contract and that his portion of this work under the contract is complete.

This billing has been checked and approved by the Region Office and payment to be made under prefix 4-1410-01-904.

COF:lb

cc: H. S. Coulter ✓
~~E. S. Hunter~~
D. H. Moehring
C. T. Keasey

NOTED
H.S. COULTER

RECEIVED
JUN 19 1974
Office of
Assistant State Highway Engineer

S-142

LRS L. R. SQUIER, INC. CONSULTING ENGINEERS
SOIL MECHANICS • FOUNDATION ENGINEERING

15964 BOONES FERRY ROAD
LAKE GROVE (PORTLAND), OREGON 97034
TEL. (503) 635-3244

June 17, 1974

REGION 2 ENGINEER
RECEIVED
JUN 18 1974
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IN ACCOUNT WITH

Oregon State Highway Department
Department of Transportation
2960 E. State Street
Salem, Oregon

FOR PROFESSIONAL SERVICES:

Services in connection with the subsurface investigation of the Silver Point Slide near Cannon Beach, Oregon.

Services: 5/11/74 through 6/8/74. Final Invoice

Engineering Services:

Employee Category	No. of Hours	Hourly Rate	@ Payroll Cost		
Principal	52.0	$10.50	$11.55	= $600.60	
Proj. Eng.	51.0	6.75	7.42	= 378.42	
Draftsman	110.25	3.50	3.85	= 424.46	
Typist	64.75	2.75	3.02	= 195.55	
				Subtotal	$ 1,599.03
Overhead:		0.95 x $1,599.03 =			1,519.08

Reimbursable Expenses:

Mileage: 298 mi. @ $0.15/mi. =	$44.70		
Telephone	7.66		
Reproductions	74.35		
	Subtotal		126.71
Fixed Fee:			2,600.00
	Total		5,844.82
	Total Previous Inv.		10,190.61
	Agreed Maximum		13,500.00
	Please Pay		$ 3,309.39

APPROVED
L. O. Fredrickson
REGION ENGINEER

8024

June 17, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Silver Point Slide
Consultant Agreement
Your File 10-41-EC2

As requested in your May 28 letter, attached are two executed copies of the agreement with L. R. Squier, Inc., describing the work he is to perform on the Silver Point Slide in Clatsop County.

This, along with the material transmitted to you with our May 16 letter, should provide all of the information necessary regarding the employment of Mr. Squier on this project.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

Attachments (2)

bc F. B. Klaboe
H. S. Coulter
E. S. Hunter
C. O. Fredrickson

TWL:lb ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 28, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project ER-281(4)
Silver Point Slide Section (US 101)
Consultant Agreement

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

While we were furnished executed copies of the amendment which adjusts the method of payment in the Consultant Agreement with L. R. Squier, Inc., we have not received executed copies of the original agreement with the executed certification of consultant (Exhibit "A") attached. Our May 6 memorandum requested copies of the complete agreement. These are needed for our formal approval.

G. L. Green

RECEIVED
MAY 30 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAY 29 '74
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

80-24

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Tillamook, Oregon

June 14, 1974

FROM: C. Anderson
Resident Engineer

TO: Don Trout
Design Office Engineer

SUBJECT: Permit Application, Department of Geology & Mineral Industries
M.P. 32.0 Slide Section
Oregon Coast Highway
Clatsop County

The county's approval of the disposal site being set up for the M.P. 32.0 Slide project was subject to the approval of the City of Cannon Beach as a portion of the site lay within the city limits. The disposal site was reviewed by the city and was eventually approved. Enclosed for your use is a letter from the City of Cannon Beach indicating this.

C. Anderson

C. Anderson
Resident Engineer

cc: Region 2, w/attachments
Chuck Elroy, w/attachments

REFERRED TO

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____Hager____ [✓ Watson] SW
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

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R. Olson
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CITY OF CANNON BEACH

"The Beach of a Thousand Wonders"

CANNON BEACH,
OREGON 97110

June 12, 1974

Mr. Chet Anderson
Oregon State Highway Division
P. O. Box 169
Tillamook, Oregon 97141

Dear Mr. Anderson:

This is to advise you that the toe section of the Silver Point Slide disposal area east of Highway 101 which extends inside the east City limits of the City, does not conflict with our zoning regulations, and plans.

Very truly yours,

CITY OF CANNON BEACH

Mae McCoy

City Recorder

mm

8024

9

June 10, 1974

Department of Geology and
Mineral Industries
P. O. Box 1028
Albany, Oregon 97321

Re: Slide Correction
Silver Point Slide
Oregon Coast Highway
Clatsop County

Attention: Stan Ausmus

Gentlemen:

Here is a set of plans and specifications on the above project. We are sending these to you as general information to show what we plan to do for reclamation of the disposal area. As you may recall from conversation during your recent visit to this office, this site is for the disposal of excess material from a landslide along the Coast Highway in this area.

Sheet 2L of the plans show the typical section that will control the depth and side slopes of the disposal area. Section 203.11, on page 16 near the back of the specifications book, discuss the disposal area and haul road. Seeding and fertilizing will be done as outlined in Section 681 on pages 30 and 31. The shallow depth of the waste material combined with gentle side slopes when seeded should not result in an undesirable sight.

If you have any questions, please call.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By
ORIGINAL SIGNED BY
DONALD L. TROUT
Donald L. Trout
Design Office Engineer

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
Trout

RECEIVED
JUN 1 0 1974
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SECTION

Requires Reply ☐
Requires Approval ☐
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DLT:we
Attachment
cc: C. T. Keasey
C. O. Fredrickson
Chet Anderson, Resident Engineer

REGION 2 ENGINEER
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FILE:
☐ RE ☐ RCE ☑ RME ☐ RTE ☐ ROC
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Tillamock, Oregon
May 17, 1974

SUBJECT: Waste Area Permit
M.P. 32.0 Slide Section
Oregon Coast Highway
Clatsop County

FROM: C. Anderson
Resident Engineer

TO: C.O. Fredrickson
Region 2 Engineer

Herewith for Region's signature and transmittal to Don Trout, Design Office Engineer, is the Department of Geology and Mineral Industries permit applications for the proposed waste area on the subject project.

The County Planner's signature of approval is subject to the approval of the plan by the City of Cannon Beach as part of the disposal area is within the city limits.

A letter of approval from the city will be solicited and submitted as soon as possible.

Enclosed are the following:

2 sheets	Department of Geology & Mineral Industries Application for Operation Permit.
1 copy	Waste Area Developement Plan.
1 copy	Waste Area Land Ownership Map.

for R. D. Russell
C. Anderson
Resident Engineer

cc: James Chaney (w/attachments)

cc DON TROUT - w/ ALL ATTACHMENTS

DEPARTMENT OF
GEOLOGY AND MINERAL INDUSTRIES
P. O. Box 1028
Albany, Oregon 97321

Telephone (503) 926-5571, Ext. 277

Identification No. ____________
Received: ____________ **By** ____

SURFACE MINING DATA TO ACCOMPANY APPLICATION FOR OPERATION PERMIT OR GRANT OF EXEMPTION UNDER ORS 517.750-.990

Operator:
Region 2
Oregon State Highway Division
East Highway Building
Salem, Oregon 97310

Status: Disposal
Date ~~mining~~ began 6/74
Date mining will begin ____________

Operator's phone: 378-2626

Landowner (If other than Operator):
Name See attached Land Ownership Map.
Address Disposal operation will be on basis of use agreements with the land owners.
Phone No. ____________

Identification of Site:

¼ Section	Section	Township	Range	County
NW	29	5N	10W	Clatsop
Distance in miles		Direction from	Nearest community	
½		East	Cannon Beach	

Type of Site: ☐ 1. Pit ☐ 2. Stockpile ☐ 3. Plant ☐ 4. Quarry ☐ 5. Prospect ☒ 6. Refuse disposal ☐ 7. Other

3. MINERAL DEPOSIT CHARACTERISTICS

Description:
Type of overburden ____________
Approximate maximum depth of overburden ____________
Approximate maximum depth of mine ____________
Primary mineral to be removed ____________
Total quantity of overburden (yards) ____________
Total quantity of mineral (yards) ____________

Size:
Approximate acreage affected prior to 7-1-72 -0-
Approximate acreage affected 7-1-72 to date -0-
Total acreage affected ____________
Acreage affected and reclaimed prior to 7-1-72 ____________
Acreage affected and reclaimed 7-1-72 to date ____________
Acreage affected but not reclaimed prior to 7-1-72 ____________
Acreage affected but not reclaimed 7-1-72 to date ____________

Volume:
Total cubic yards excavated 7-1-72 to date ____________
During the ensuing permit year, what is the scheduled total cubic yards to be excavated? ____________

Site Use (acres currently affected by:)
Excavations ____________
Processing plant and stockpiles ____________
Surface mine refuse disposal 20 Acres ±
Plant refuse disposal (tailings pond) ____________
Prospecting and exploration ____________
Total ____________

4. EXEMPTIONS (Either A or B must be checked, C is optional.)

4-A. Limited Exemption

☐ Operator is exempt from requirements for reclamation plan and bonding but not fees of the Mined Land Reclamation Act (ORS 517.750(11)) because: (check appropriate box)

- ☐ 1. The land was affected by surface mining before 7-1-72 (ORS 517.770 (1)).
- ☐ 2. A valid surface mining contract exists between the operator and the landowner dated prior to 1-1-71.
- ☐ 3. Valley dredging for metallic or industrial minerals (ORS 517.770(2)).
- ☐ 4. All mining activity takes place between the banks of a stream. (The vegetation line defines the bank.)
- ☐ 5. Access road's borrow pit or quarry.
- ☐ 6. On-site construction.
- ☐ 7. The site covers less than two acres.
- ☐ 8. A total of less than 10,000 cubic yards of mineral have been, or will be, removed.
- ☐ 9. The site is inactive.
- ☐ 0. Other ____________

4-B. Total Exemption

☐ Operator is exempt from requirements for reclamation plan, bonding, and all fees of the Mined Land Reclamation Act (ORS 517.750 (11)) because: (check appropriate box)

- ☐ 1. Valley dredging for metallic or industrial minerals (ORS 517.770 (2)).
- ☐ 2. All mining activity takes place between the banks of a stream. (The vegetation line defines the bank.)
- ☐ 3. Access road's borrow pit or quarry.
- ☐ 4. On-site construction.
- ☐ 5. The site is less than two acres.
- ☐ 6. A total of less than 10,000 cubic yards of mineral have been, or will be removed.
- ☐ 7. The site is inactive.
- ☐ 0. Other ____________

4-C. Voluntary Submission

☐ Even though entitled to exemptions as shown above, a reclamation plan is submitted voluntarily.

Note: If any part of section 4-A or 4-B above has been checked, it is not necessary to complete sections 5 and 6 on the reverse of this form. The above data are for statistical purposes only and the confidentiality of individual data will be protected.

I certify that the information contained in this report is true and correct to the best of my knowledge and belief:

____
(Signature of applicant)

Title ____________ Date ____________

SECTION 5. GENERAL INSTRUCTIONS FOR PREPARATION OF PROPOSED RECLAMATION PLANS*

A. Pursuant to ORS 517.790 (1), each separate surface mining operation must have a separate operating permit and reclamation plan.

B. A copy of the Reclamation Plan should be supplied as an attachment to this application. The Reclamation Plan must include proposed plans for reclamation of all lands mined after July 1, 1972.

C. The plan for visual screening pursuant to ORS 517.790 (1) (f) may be developed in conjunction with the Reclamation Plan or separately. If no plan for visual screening is submitted, the operator should show cause why screening is not economically practicable or needed.

D. The Reclamation Plan must contain the information required by the Rules and Regulations for the Mined Land Reclamation Act.

E. The Reclamation Plan is not complete until the county or municipality in which the operation is located has reviewed the Reclamation Plan and completed Section 6-B below.

F. Pursuant to ORS 517.820 (1), upon good cause shown, the Department may grant a reasonable extension of time for the completion and submission of a proposed Reclamation Plan.

G. If the Reclamation Plan covers more than ten (10) acres, a map must be included with details, pursuant to ORS 517.790 (1) (e).

For Department Use Only

1. Has Department approved county's zoning ordinance requiring reclamation of surface-mined lands? ____
2. Is Reclamation plan attached? ____
3. Are plans for visual screening provided? ____
4. If no visual screening plans have been submitted, has applicant shown why screening is not believed to be necessary? ____
5. Area covered by Reclamation Plan (acres) ____
6. Has applicant submitted an acceptable map? ____

SECTION 6. COUNTY OR MUNICIPALITY RECOMMENDATIONS FOR OPERATOR'S RECLAMATION PLAN*

6-A. TO BE COMPLETED BY APPLICANT (Please type or print)

Applicant ____

Address ____

____ ZIP ____

Description of site:

¼Section	Section	Township	Range	County

Distance	Direction from	Nearest community

Proposed subsequent use of site upon completion of reclamation:

____
(Applicant's signature)

Title ____ Date ____

6-B. TO BE COMPLETED BY APPROPRIATE COUNTY OR MUNICIPALITY

Does the proposed operation conflict with local zoning laws or ordinances?	No
Is the Operator now operating under existing zoning laws or ordinances?	NA
Is the proposed reclamation plan legal under current zoning laws or ordinances?	Yes
Does the Applicant have an appropriate permit to conduct surface mining, if required by local zoning laws?	NA

Recommendations and comments: This approval is subject to written approval by the property owners involved and the City of Cannon Beach.

Terry A. Marsden
(Signature of County Official)

Title Planning Director Date 5/16/74

*Sections 5 and 6 apply only to Operators applying for an Operating Permit.

SMLR-1A

DEPARTMENT OF
GEOLOGY AND MINERAL INDUSTRIES

P. O. Box 1028
Albany, Oregon 97321

Telephone (503) 926-5571, Ext. 277

Identification No. ____________

Rec'd ____________ By ________

APPLICATION FOR

☒ SURFACE MINING OPERATING PERMIT
☐ GRANT OF LIMITED EXEMPTION
☐ GRANT OF TOTAL EXEMPTION

Instructions:
1. Applicant should sign only one of the three application forms printed below.
2. A fee of $150 must accompany an application for a Surface Mining Operating Permit or for a Grant of Limited Exemption.
3. This application form must also be accompanied by a completed Form SMLR-1.
4. A Surface Mining Operating Permit or a Grant of Exemption will be issued by the State Department of Geology and Mineral Industries within 25 days of receipt of the application together with all other materials required.

Applicant: Oregon State Highway Division
Region 2 Office, East Hwy Bldg
Salem, Oregon 97310

Title: Region 2 Engineer

Business phone: 378-2626

Site location: ¼ Sec. NW Sec. 29 Twp. 5N Range 10W County Clatsop Site name, if any -

☒ 1. SURFACE MINING OPERATING PERMIT

I apply for a Surface Mining Operating Permit under ORS 517.800 as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

Signature of Applicant ____________

Title ____________ Date ________

☐ 2. GRANT OF LIMITED EXEMPTION

I apply for a Grant of Limited Exemption from the requirement for a Reclamation Plan and a Bond, but not the fees, under ORS 517.770(1) and (3) as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

I am fully conversant with ORS 517.750 to 517.900 as amended and subsection (4) of 517.990 and the Rules and Regulations for administering the Oregon Mined Land Reclamation Act, and if at any time conditions stated in this application change whereby my limited exemption under the Act is nullified, I hereby certify that I will immediately request the Department of Geology and Mineral Industries for an Operating Permit.

Signature of Applicant ____________

Title ____________ Date ________

☐ 3. GRANT OF TOTAL EXEMPTION

A apply for a Grant of Total Exemption from the requirement of a Reclamation Plan, a Bond, and the fees under ORS 517.750(11) and 517.770(2) as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

I am fully conversant with ORS 517.750 to 517.900 as amended and subsection (4) of 517.990 and the Rules and Regulations for administering the Oregon Mined Land Reclamation Act, and if at any time conditions stated in this application change whereby my Total Exemption under the Act is nullified, I hereby certify that I will immediately request the Department of Geology and Mineral Industries for a Surface Mining Operating Permit.

Signature of Applicant ____________

Title ____________ Date ________

SMLR-2

RECLAMATION PLAN

A. NAME, ADDRESS AND TELEPHONE NUMBER OF THE OPERATOR OR HIS AGENT:
Region 2, Oregon State Highway Division
East Highway Building
Salem, Oregon 97310

B. NAME AND ADDRESS OF LANDOWNER: Proposed disposal operation by operator will be on basis of use agreement with land owners. See enclosed ownership map for address of owners.

C. LIST OF KNOWN MATERIALS FOR WHICH THE OPERATION IS TO BE CONDUCTED: Disposal site for clearing debris and excess dirt from roadway excavation on slide correction project.

1. PROPOSED STARTING DATE: July 1974

2. PROPOSED ENDING DATE (IF KNOWN): 1976 (approx)

D. GENERAL DESCRIPTION OF OPERATIONAL METHODS TO BE USED: See enclosed waste area developement plan. Debris from clearing operation to be spread on bottom of disposal area and covered with 4' to 8' of excess dirt from roadway excavation. Surface of was area fill will be smoothed, shaped and seeded.

1. TYPES OF EQUIPMENT TO BE USED: Anticipate that material will be hauled to waste site in trucks and then be spread and graded by medium or large sized tractor or dozer.

Debris and Excess Dirt
2. DISPOSITION OF ~~OVERBURDEN~~:
See enclosed waste area developement plan.

3. WHAT WILL BE THE PLANNED SUBSEQUENT "BENEFICIAL USE" OF THE PERMIT AREA? THIS CAN INCLUDE, BUT IS NOT LIMITED TO, CONSTRUCTION SITE, SANITARY LAND FILL, PARK, WATER IMPOUNDMENT, AGRICULTURAL USE, FOREST LAND.

Possible benificial use subsequent to completion waste area.
  (1) Reforestration.
  (2) Residential Building Site.

E. PROVISION FOR RECLAIMING MINED LANDS ON A CONTINUING BASIS WHERE FEASIBLE.

Non Applicable.

F. RECLAMATION PROCEDURES.

1. WHAT WILL YOU DO TO INSURE GROUND STABILITY? Limit height and steepness of fill slopes.

2. PROVISION FOR REVEGETATION.

(a) HOW WILL YOU SAVE AND STORE TOPSOIL? Non applicable. Material being placed in disposal site adaquate for establishment of grasses and trees without covering with topsoil.

(b) WHAT MEASURES WILL YOU TAKE TO PREVENT EROSION OF TOPSOIL DURING STORAGE? Non applicable.

(c) WHAT IS THE AVERAGE PH OF THE AREA TO BE SEEDED AND PLANTED?

(d) HOW WILL YOU PREPARE SEED BED PRIOR TO PLANTING? Surface soil to be loosened, seed and fertilizer applied at appropiate time for germination of seed and growth of grasses.

(e) WHAT TYPES AND AMOUNTS OF GRASS SEED WILL YOU USE PER ACRE AND HOW WILL THIS BE PLANTED?

(f) WHAT TYPES AND AMOUNTS OF FERTILIZER AND MULCH WILL YOU USE?

(g) WHAT TYPES AND AMOUNTS OF SEEDLINGS AND SHRUBS WILL YOU PLANT?

(h) WHEN WILL SEEDING AND PLANT TAKE PLACE? (SEASON AND YEAR)
Fall

G. WATER AND DRAINAGE.

1. WHAT PROVISION WLLL YOU TAKE TO INSURE PROPER DRAINAGE? Waste area to be smoothed , graded and planted to prevent fast run off or ponding.

2. WHAT PROVISION HAS BEEN TAKEN FOR SILT CONTROL?
Same as above.

3. IF WATER IMPOUNDMENT IS TO BE LEFT:

(a) HOW DEEP WILL IT BE?

(b) HOW BIG WILL IT BE?

(c) WHAT PROVISION HAVE YOU MADE FOR PUBLIC SAFETY?

(d) WHAT PROVISION HAVE YOU MADE TO PREVENT WATER STAGNATION?

H. VISUAL SCREENING.

1. WILL YOU EMPLOY VISUAL SCREENING? (IF NO, EXPLAIN) Natural growth on perimeter of area to be left, thereby shelding area from view.

2. WHAT TYPES AND AMOUNTS OF PLANTS WILL YOU USE? Approx 100' bufferstrip of natural growth, spruce, alder, salmonbeery and other trees and brush.

3. WHAT WILL BE THE SPACING BETWEEN PLANTS AND HOW MANY ROWS WILL BE PLANTED? Non applicable.

I. PROVISION FOR REMOVING STRUCTURES, EQUIPMENT AND REFUSE FROM THE PERMIT AREA IN ACCORDANCE WITH THE RECLAMATION PLAN. Project provision will require removal of all equipment, structures, etc.

J. MAP OR AERIAL PHOTO REQUIREMENTS.

1. WILL AREA PHOTO BE SUBMITTED? No.

   IF YES, WHAT IS THE ALTITUDE OF THE AIRCRAFT AND FOCAL LENGTH OF THE CAMERA?

2. MAP(S) REQUIREMENTS. THE MAP MUST SHOW BUT IS NOT LIMITED TO:

   (a) SCALE: (NO SMALLER THAN 1" = 500')
   (b) NORTH SHALL BE INDICATED.
   (c) QUARTER SECTION, SECTION, TOWNSHIP AND RANGE.
   (d) DISTANCE AND DIRECTION TO NEAREST MUNICIPALITY.
   (e) LOCATIONS AND NAMES OF ALL STREAMS, ROADS, RAILROADS, UTILITIES.
   (f) LOCATION AND NAMES OF ADJACENT LANDOWNERS.
   (g) ALL OCCUPIED HOUSES WITHIN 500 FEET.
   (h) LOCATION OF ALL PROPOSED ACCESS ROADS.
   (i) LOCATION OF PLANT, OFFICE AND MAINTENANCE FACILITIES.
   (j) SHOW BOUNDARIES OF AREA TO BE PERMITTED.
   (k) BOUNDARIES OF EXCAVATION OR FILL.
   (l) TYPICAL CROSS-SECTION OF EXCAVATION.
   (m) CONTOUR INTERVAL, DATE OF MAP PREPARATION, NAME OF PERSON PREPARING MAP.
   (n) AREA FOR TOPSOIL STORAGE, WASTE DISPOSAL.
   (o) WHAT THE AREA WILL LOOK LIKE AFTER RECLAMATION IS COMPLETE.
   (p) UPON THE ANNIVERSARY DATE OF THE PERMIT, A MAP MAY BE REQUIRED SHOWING THE ABOVE INFORMATION.

K. IF APPLICABLE, WHAT PROVISIONS HAVE BEEN MADE FOR STREAM CHANNEL, BANK STABILIZATION AND REHABILITATION?

Non applicable

L. EVIDENCE, IN WRITTEN FORM, STATING THAT ALL OWNERS OF A LEGAL, EQUITABLE, FICUCIARY OR POSSESSORY INTEREST IN THE LAND CONCUR WITH THE PROPOSED SUBSEQUENT USE FOR ANY MINING OPERATION COMMENCING SUBSEQUENT TO JULY 1, 1972.

(Signature of Applicant)

(Title)

(Date)

8024

9

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout 4

RECEIVED
JUN - 7 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To
Bring Up / /
Other

June 7, 1974

Kaiser Aluminum & Chemical Sales Inc.
Building No. 10
2000 East Columbia Way
Vancouver, Washington 98661

Attention: M. Karimi, P.E.

Dear Mike:

In confirmation of the telephone call to you of this date, no letter of addendum is expected to be issued on the Silver Point Slide project. Therefore, the bidding plans will continue to show coated steel as the only alternate material acceptable for the particular 8-inch and 12-inch perforated drain pipes under discussion.

Substitution of aluminum, 0.075" in thickness will have to be effected through the Division Construction Section by price agreement. Sorry that we were unable to be of more assistance in this matter.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By F.E.T.

Frank E. Terpin
Final Design Engineer

WWR:we
cc: J. H. Versteeg
C. G. Swenson

KAISER
ALUMINUM

KAISER ALUMINUM & CHEMICAL SALES, INC.

June 4, 1974

Mr. Frank E. Terpin
Roadway Design Engineer
Oregon State Department of Highway
Administration Building
Salem, Oregon

Dear Mr. Terpin:

We are in the process of bidding your project Silver Point Slide Section, which bids on the 20th of June. Aluminum has performed substantially better in the salt water and the salt spray than steel pipe. We feel that our product would give you better service life than steel pipe; and that you would be happier with durability of it for many years to come. In order for us to be competitive, we would like to request if you will allow aluminum on the 8 inch and 12 inch where currently specified as steel pipe. Your concern for the structural aspect of the pipe can be overcome by increasing the thickness of aluminum. Therefore the following changes is requested.

For a 8 inch, 400 feet, 16 gauge asphalt coated steel pipe, allow 10 inch, 14 gauge riveted aluminum pipe. (10 Inch is the smallest size that we are able to make riveted.)

For 12 inch, 790 feet, 16 gauge, asphalt coated steel pipe, allow 12 inch, 14 gauge riveted aluminum pipe. We are confident that the 14 gauge riveted aluminum pipe will perform as satisfactory as 16 gauge spiral steel pipe with much better durability and corrosion resistance.

To fabricate 14 gauge, riveted aluminum pipe in 10 inch and 12 inch, is considerably harder; time consuming and non-standard practice.

We are willing to fabricate these sizes rather than loose the job. We are hoping that you will allow it.

Very truly yours,

M. Karimi

Mike Karimi, P. E.
Regional Engineer

1
A. Chen
2 Terpin T
3

MK:je

K

BUILDING NO. 10, 2000 EAST COLUMBIA WAY, VANCOUVER, WASHINGTON 98661

80-4 6-4-74

U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

AL AID PROJECT NO.
ER-281(4)

STATE PROJECT NO.
SILVER POINT SLIDE SECTION

COUNTY NAME
CLATSOP

PROGRAM NO.

ITEM NO.
ER-18

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JUN 5 '74
REFER TO
2 Hunter
FOR
Info ☐ ☐ ☐ ☐ ☐ ☒ File

NOTED
E. S. HUNTER

DATE PS&E APPROVED
MAY 24, 1974

DATE AUTHORIZATION EFFECTIVE
MAY 24, 1974

FEDERAL ROUTE NUMBER
PRIMARY ROUTE 28

STATE ROUTE NUMBER
PRIMARY ROUTE 9

GENERAL LOCATION:
MILE POST 31.8 TO MILE POST 32.1

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED BELOW AND AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (*Specify*)

SLIDE CORRECTION	$50,000
CONSTRUCT HORIZONTAL DRAINS	40,000
PERMANENT STRIPING	200
TEMPORARY EROSION CONTROL	2,000
DRAINAGE OF SPRINGS	20,000
MULCHING	12,000
ON THE JOB TRAINING	800

REMARKS

MR. RULIEN'S MAY 23, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

6-5-74
original & title sheet
to L. W. Rulien

RECEIVED
JUN 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE
6-4-74

SIGNATURE OF APPROVING OFFICIAL
C L Burghardt for

TITLE
DIVISION ENGINEER

8024 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 22, 1974

FROM: W. H. HASKIN
Property Manager

TO: Mr. J. H. Versteeg
Design Engineer

BUILDING

SUBJECT: Silver Point Slide
Oregon Coast Highway
Clatsop County

REFERRED TO Marm
___ Cole ___ Reed NEM
___ Eriksen ___ Sample ___
___ Hager ___ Watson ___
Return ☐ Forward ☐
[✓ Discuss] ☐ File ☐
BY FINAL DESIGN ENGINEER

CONTRACT LETTING - June 20, 1974

The contractor should remove the following improvements as part of the contract:

File	Name	Location	Improvements
48169	Mansur	399+60R 400+00R	House Garage & outbuildings
48171	Stafford	402+00R	House
48172	Downing	405+70R 406+00R	House Garage - attached
48176	Jewett	407+00R 407+10R	House Shed

1 Versteeg J
___ A. Olson T
2 Tarpin
Scott
Swanson
R. Orton
Trout T
RECEIVED
MAY 2 1974
ROAD DESIGN SECTION
Other

WHH:sa

cc: J. B. Boyd
J. R. Oakes
Duane Ridings
L. W. Rulien
C. O. Fredrickson
Rod Henry
Jess Barton
C. G. Swenson
Trial Section

Haskin [illegible] says these [illegible] buildings [illegible] plans [illegible] are the locations are different because of slide
5/28/74

80.24

5-22-74

4-1410 F

THE DAILY ASTORIAN, Astoria, Oregon, Wednesday, May 22, 1974 Page 13

On Highway 101 slide

Extensive work planned

By MIKE ARCHBOLD
Of The Daily Astorian

CANNON BEACH—A massive clearing, reshaping and draining this summer of the Silver Point slide on Highway 101 south of Cannon Beach hopefully will correct the unstable hillside.

That was the plan of action described by State Highway Division officials at an informal, informational meeting in Cannon Beach Tuesday night.

"We have no way of knowing it will be a permanent cure," State Regional Engineer C.O. Fredrickson emphasized. "The geologists don't think it will, but we can't gamble over another winter."

If it doesn't work to stabilize the slide area which destroyed 1,000 feet of Highway 101 last February, the Highway Division has another $5 million plan to construct a massive rock buttress to hold back the estimated 1½ million cubic yards of material which is slipping toward the ocean.

Even though the repair project is receiving 100 per cent federal financing through Emergency Disaster Funds afforded the state earlier this year, the state is trying the less costly drainage system.

Fredrickson said the state will be monitoring the slide this winter and if it doesn't work, "we'll be back in with another project."

He estimated the drainage system will require removal of about 50,000 cubic feet of dirt, installation of almost 10,000 feet of drain pipe, a slight realignment of the highway and construction of a paved, modern highway at a cost of about $500,000.

The project will be let June 21 with a completion date scheduled for Sept. 30.

The corrective action and maps presented were the result of a study of the area by both state geologists and a hired soils engineer.

Fredrickson said the slide was caused by a combination of super rain-saturated soil that became too heavy and some tidal erosion of the toe of the hillside.

"The entire mass is moving on a plane of shale some 50 to 60 feet deep," he added.

The slide area has been termed unsuitable for any residential development which will require purchase of the property above and below the slide by the state.

"Beach access may be possible in the area, but no permanent structures will be allowed," he noted.

Cannon Beach officials were on hand for the meeting to make a plea for the 50,000 cubic yards of dirt that will be removed. City Councilman Lee Crowell noted the city could use the fill dirt in the city east of Spruce Street near the sewage lagoons.

State plans now call for dumping the soil on privately owned land east of Highway 101 across from the city's sewage lagoons. The dumping will require moving of city water mains and construction of a road into the disposal site on a right-of-way already owned by the state.

No final decision has been made on the disposal site, Fredrickson said. He assured the city its request would be examined carefully.

However, he noted dumping in the city where it suggests could cause more problems than it solves. He explained the weight of the fill dirt could disrupt nearby water and sewer lines as well as the sewage lagoon.

The ultimate solution to the Silver Point slide area is a rock buttress, but that would require removal of at least 300,000 cubic yards of dirt and dumping of some 450,000 yards of rock along the length of the slide to form a massive wall 100-feet deep and 100-feet wide to hold back the unstable ground above.

The drainage system hopefully will carry the water from the hillside quickly off the slide area before it has time to sink into the clay soil and lubricate the shale shelf.

The slide area is pitted with crevasses and highway officials said unless something is done before this winter, rain probably will cause another slide.

"The only reason it is stable now is because the soil has dried out," Fredrickson said.

The informational meeting on the project plans isn't the normal procedure for the state, but District Highway Engineer Eldon Everton explained:

"We are trying to improve our image so people will know we aren't doing things behind their backs."

About 25 persons attended the two-hour meeting.

cc: Ed Hunter

RECEIVED
MAY 28 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5-23-74

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: ER-281(1)

STATE PROJECT NO.: SILVER POINT SLIDE SECTION

PROGRAM NO.:

COUNTY NAME: CLATSOP

ITEM NO.: ER-1

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: MAY 22, 1974

FEDERAL ROUTE NUMBER: PRIMARY ROUTE 28

STATE ROUTE NUMBER: PRIMARY ROUTE 9

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. RULIEN'S MAY 16, 1974 LETTER YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ACQUISITION OF FILE NUMBER 48175 - NELSON.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

FILE 48175 - NELSON

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Original to Rulien
Copy to Boyd
5-24-74

RECEIVED
MAY 23 '74
REFER TO

DATE: 5-22-74

SIGNATURE OF APPROVING OFFICIAL:

TITLE: for DIVISION ENGINEER

8024

2

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 16, 1974

TO MEMORANDUM TO THE FILES

C. G. Swenson

FROM C. G. Swenson, Specifications Engineer

NOTED
E. S. HUNTER

SUBJECT Right of Way Delay
Silver Point Slide Project

FHWA Policy and Procedure Memorandum 21-12 contains certain requirements that must be met prior to authorization from the FHWA for advertising the project. A copy of the PPM is attached.

As all of the right of way for the Silver Point Slide has not been acquired at this time we have, in collaboration with John Oaks and Charles Mathias, written a specification covering "access delay" a copy of which is attached.

Every effort should be made to meet the July 1, 1974, anticipated date as an extension of this time is a consideration for adjustment of contract time. The specified completion time for the project is September 30, 1974.

CGS:jh
cc: E. S. Hunter ✓
J. H. Versteeg
John Oaks
C. O. Fredrickson

RECEIVED
MAY 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

108.13 Right of Way and Access Delays - The contractor will not be permitted to begin work on any part of the project until such time as the State has acquired legal and physical possession of all properties required for the right of way and all personal property has been removed from the same. It is anticipated but not guaranteed that this will be accomplished not later than July 1, 1974.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

POLICY AND PROCEDURE MEMORANDUM

Transmittal 315

21-12

September 11, 1973

PHYSICAL CONSTRUCTION AUTHORIZATION

Par. 1. Purpose
2. Applicability
3. Physical Construction
4. Coordination
5. Authorization
6. Form of Authorization

1. PURPOSE

To prescribe the policies and procedures under which a State highway department may be authorized to advance a Federal-aid highway project to the physical construction stage.

2. APPLICABILITY

The provisions of this memorandum are applicable to all Federal-aid highway construction projects except projects constructed under an approved Secondary Road Plan.

3. PHYSICAL CONSTRUCTION

For purposes of this memorandum the physical construction of a project is considered to consist of the actual construction of the highway itself with its appurtenant facilities. It includes the removal, adjustment or demolition of buildings or major obstructions, or utility or railroad work that is a part of the contract for the physical construction.

4. COORDINATION

a. The right-of-way clearance, utility, and railroad work are to be so coordinated with the physical construction that no unnecessary delay or cost to the physical construction will occur. To accomplish this objective appropriate arrangements should be made to see that to the maximum extent practicable and economical, the right-of-way clearance, utility, and railroad work is completed before the physical construction is authorized, and that any such work to be performed during the physical construction of the project is properly coordinated therewith.

b. All right-of-way clearance, utility, and railroad work performed separately from the contract for the physical construction of the project is to be accomplished under the provisions of PPM 80-6.1, PPM 30-4, or PPM 30-3, respectively.

5. AUTHORIZATION

Authorization to advertise the physical construction for bids or to proceed with force account construction thereof should normally be issued as soon as, but not until all of the following conditions have been met:

a. The PS&E therefor have been approved.

b. A statement is received from the State, either separately or combined with the information required by paragraph 5c, that either all right-of-way clearance, utility, and railroad work has been completed or that all necessary arrangements have been made for it to be undertaken and completed as required for proper coordination with the physical construction schedules. Where it is determined that the completion of such work in advance of the highway construction is not feasible or practical due to economy, special operational problems and the like, there shall be appropriate notification provided in the bid proposals identifying the right-of-way clearance, utility, and railroad work which is to be underway concurrently with the highway construction.

c. A statement is received from the State certifying that all individuals and families have been relocated to decent, safe and sanitary housing or the State has made available to relocatees adequate replacement housing in accordance with the provisions of the current Federal Highway Administration (FHWA) directive(s) covering the administration of the Highway Relocation Assistance Program and that one of the following has application:

(1) All necessary rights-of-way, including control of access rights when pertinent, have been acquired including legal and physical possession. Trial or appeal of cases may be pending in court but legal possession has been obtained. There may be some improvements remaining on the right-of-way but all occupants have vacated the lands and improvements and the State has physical possession and the right to remove, salvage or demolish these improvements and enter on all land.

(2) Although all necessary rights-of-way have not been fully acquired, the right to occupy and to use all rights-of-way

required for the proper execution of the project has been acquired. Trial or appeal of some parcels may be pending in court and on other parcels full legal possession has not been obtained but right of entry has been obtained, the occupants of all lands and improvements have vacated and the State has physical possession and right to remove salvage or demolish these improvements.

(3) The circumstances with respect to acquisition or right of occupancy and use of a few parcels warrant proceeding with advertisement for bids or with force account construction on the basis it will be in the public interest to do so in advance of completion of the acquisition of the rights of the said few parcels. The physical construction, except for the removal or demolition of permanently vacated improvements, will not be permitted to proceed until the occupants of all residentially improved properties have vacated and specific dates for termination of operation of businesses have been established so as not to interfere in any way with construction operations. This certification may be resorted to only in very unusual circumstances. This exception should never be allowed to become the rule. When this certification is used, full explanation and reasons therefor must be given including identification of right-of-way parcels where right to physically occupy and use is not obtained. Estimated date for each parcel must be given when physical occupancy and use will be obtained and substantiation that such date is realistic. Appropriate notification shall be provided in the bid proposals in accordance with PPM 21-6.3, paragraph 6e.

d. Where applicable, the requirements of PPM 20-8, Public Hearings and Location Approval, have been satisfied.

e. An affirmative finding of public interest has been made as required by 23 U.S.C. 112, in case construction by some method other than contract based on competitive bidding is contemplated.

f. Minimum wage rates determined by the Department of Labor in accordance with the provisions of 23 U.S.C. 113, are in effect and will not expire before the end of the period within which it can reasonably be expected that the contract will be awarded.

* g. A statement has been received that right-of-way has been acquired or will be acquired in accordance with the current FHWA directive(s) covering the acquisition of real property or that acquisition of right-of-way is not required.

h. A statement has been received that the steps relative to relocation advisory assistance and payments as required by the current FHWA directive(s) covering the administration of the Highway Relocation Assistance Program have been taken, or that they are not required.

i. The Division Engineer has determined that appropriate measures have been included in the PS&E in keeping with approved guidelines, for minimizing possible soil erosion and water pollution as a result of highway construction operations.

j. The Division Engineer has determined that requirements of PPM 90-1 have been fulfilled and appropriate measures have been included in the PS&E to satisfy interests of the public, and Federal, State, and local agencies.

k. Where utility facilities are to use and occupy the right-of-way, the State has demonstrated to the satisfaction of the Division Engineer that the provisions of PPM 30-4, paragraph 15b, have been fulfilled.

l. The Division Engineer has verified the fact that adequate replacement housing is in place and has been made available to all affected persons.

m. Where applicable, areawide agency review has been accomplished as required by 42 U.S.C. 3334 and 4231-4233.

n. In addition to the above requirements, the applicable provisions of PPM 21-18, paragraphs 8a and 9, should be fulfilled on TOPICS projects.

6. FORM OF AUTHORIZATION

The authorizations to proceed may be by letter to the State highway department or by endorsement on the State's request for such authorization. When appropriate the authorization may be included in the document approving the PS&E. Regional Federal Highway Administrators shall determine the need of the regional office for a copy of the authorization and advise their Division Engineers accordingly. Washington Headquarters is not to be furnished a copy of the authorization except upon request.

Norbert T Tiemann

Norbert T. Tiemann
Federal Highway Administrator

Brummitt

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE May 15, 1974

TO L. W. Rulien
Project Management Engineer

John R. Oakes

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Right of Way Status
ER Project
Bid Opening June 20, 1974

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

No individuals or families have been displaced on the following project:

Silver Point Slide ER-281(4)

On project:

Silver Point Slide ER-281(4)

the circumstances with respect to right of occupancy and use of twelve files warrant proceeding with advertisement for bids on the basis it will be in the public interest to do so in advance of completion of the acquisition of the rights of said files. Physical construction will not be permitted to proceed until the State has optioned or filed upon all properties. Due to the urgency of the project, the 90-day notice will be waived. In lieu thereof the State will move and store all personal possessions in the summer homes affected by the slide if requested by the owner. This exception is in the public interest as the slide must be repaired during this construction season to avoid a similar, and possibly worse, slide next winter.

All right of way will be acquired in accordance with current F.H.W.A. directives covering the acquisition of real property, with the exception shown above.

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

JRO:ha

cc R. L. Schroeder
V. E. Skoog
James E. Chidsey
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

8024

8

May 16, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Project No. ER-281(1)
Silver Point Slide Section (ROW)
File - 48175 Nelson

We hereby request your authorization to proceed with the actual acquisition of the above-listed property on the subject project as outlined in red on the enclosed sketch map. No increase in total cost or federal funds for the project as programed is anticipated at this time for this additional parcel.

There are no improvements on the property, therefore assurances regarding the availability of replacement housing is not required since no relocation is involved.

cc: J. R. Oakes
R. N. Chase
M. Mitchell

8024

5-16-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 5-80

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-16-74

BY (Signature): L. W. RULIEN'S MAY 10, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS ER-1974

STAGE 1* ITEM NOS. 18 THRU ____

STAGE 2 ITEM NOS. 18 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
8	ER-281(4)	0.3	3,000,000	852,148	SILVER POINT SLIDE SECTION MP 31.8 TO 32.1 FAP 28 CLATSOP COUNTY, STATE OF OREGON.	PRELIMINARY ENGINEERING, TEMPORARY AND PERMANENT SLIDE REPAIR.

RECEIVED
HWY ENGR
17 '74
REFER TO
FOR
Info Inves R/D D/S Sign Act File

REMARKS (Division)

I CONCUR THAT THE NEGATIVE DECLARATION FOR EMERGENCY RELIEF PROJECTS RECEIVED MARCH 26, 1974 AND CONCURRED IN BY FHWA-OREGON DIVISION APRIL 2, 1974 APPLIES TO THE SUBJECT PROJECT AS PROGRAMED.

Copy to Rulien
5-20-74

RECOMMENDED

DATE: ____ SIGNATURE AND TITLE: ____

APPROVED

DATE: 5-16-74

SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

8024

5-16-74

TRANSACTION NUMBER 5-80

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-16-74

BY (Signature): L. W. RULIEN'S MAY 10, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS ER-1974

STAGE 1* ITEM NOS. 18 THRU ____

STAGE 2 ITEM NOS. 18 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
18	ER-281(4)	0.3	3,000,000	1,082,148	SILVER POINT SLIDE SECTION MP 31.8 TO 32.1 FAP 28 CLATSOP COUNTY - STATE OF OREGON.	PRELIMINARY ENGINEERING, TEMPORARY AND PERMANENT SLIDE REPAIR.

RECEIVED
MAY 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

I CONCUR THAT THE NEGATIVE DECLARATION FOR EMERGENCY RELIEF PROJECTS RECEIVED MARCH 26, 1974 AND CONCURRED IN BY FHWA-OREGON DIVISION APRIL 2, 1974 APPLIES TO THE SUBJECT PROJECT AS PROGRAMED.

Copy to Rulien
5-22-74

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-16-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a **Stage 1 project** shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

5-16-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 5-80

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-16-74

BY (Signature): L. W. RULIEN'S MAY 10, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS ER-1974

STAGE 1* ITEM NOS. 18 THRU

STAGE 2 ITEM NOS. 18 THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
18	ER-281(4)	0.3	3,000,000	852,148	SILVER POINT SLIDE SECTION MP 31.8 TO 32.1 FAP 28 CLATSOP COUNTY, STATE OF OREGON.	PRELIMINARY ENGINEERING, TEMPORARY AND PERMANENT SLIDE REPAIR.

RECEIVED
HWY ENGR
MAY 17 '74
REFER TO
Orig- Hunter
FOR

REMARKS (Division)

I CONCUR THAT THE NEGATIVE DECLARATION FOR EMERGENCY RELIEF PROJECTS RECEIVED MARCH 26, 1974 AND CONCURRED IN BY FHWA-OREGON DIVISION APRIL 2, 1974 APPLIES TO THE SUBJECT PROJECT AS PROGRAMED.

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 5-16-74
SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

8024

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 16, 1974

FILE: 4-1410

ORIGINAL SIGNED BY
C. O. FREDRICKSON

FROM: C. O. Fredrickson
REGION ENGINEER

SUBJECT: M. P. 32.0 Slide
(Silver Point Slide)
Consultant Billing

TO: Richard Hacek
Accounting Systems Officer

We are enclosing two billings from L. Radley Squier, Consulting Engineer who was retained to study slide conditions at the subject location. One billing covers the period from 3-9-74 through 3-29-74 the other covers the period from 4-6-74 and 5-4-74. These billings have been approved by the Region Office and payments should be made against prefix 4-1410-01-904.

Please advise this office if this data is insufficient for payment to be made.

COF:lb
Encls.
cc: L. W. Rulien
E. S. Hunter

NOTED
E. S. HUNTER

RECEIVED
MAY 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

80.24

See misc C & A
4949

May 16, 1974

L. R. Squier, Inc.
15964 Boones Ferry Road
Lake Oswego, OR 97034

MISC. CONTRACTS and
AGREEMENTS No. 4949

Gentlemen:

Attached for your records is a fully executed copy of an amending agreement covering consultant services to study data and recommend a solution for the stabilization of the slide area on the Oregon Coast Highway south of Cannon Beach. This amending agreement revises Exhibit B of the original agreement.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc C. O. Fredrickson
(agree. att.)

8024

FORM K-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE May 9, 1974

TO MEMORANDUM TO THE FILES

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Silver Point Slide
Oregon Coast Highway

The preliminary design for the Silver Point Slide was reviewed May 8, 1974, by Hunter, Fredrickson, Fretwell, Terpin, Watson and Versteeg. The proposals cover clearing, contour grading, drainage and a modification of the existing alignment and profile. It was generally agreed that the preliminary plan was adequate as an interim solution until final plans are completed for the correction of the massive land slide.

Mr. Hunter stressed the critical need for an adequate enclosed drainage system to carry the surface drainage away from the slide area. The contract plan will show a preliminary drainage system sized to do the job. The final location and design of the drainage system will be determined on construction.

An early letting date is mandatory, preferably June 20 and not later than June 27.

JHV:jh
cc: E. S. Hunter
C. O. Fredrickson
W. R. Fretwell
Frank E. Terpin
Lyle Watson
E. L. Everton

NOTED
E. S. HUNTER

RECEIVED
MAY 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

80.24

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
May 6, 1974
Salem, Oregon

FILE: 4-1410

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION ENGINEER

SUBJECT: Silver Point Slide

TO: File

NOTED
E. S. HUNTER

On March 11, 1974 an agreement was entered into between the Oregon Transportation Commission and L. Radley Squier, Consulting Engineer from Lake Oswego to study the conditions of the subject slide and to make recommendations as to what can be done to repair the section and reconstruct the roadway. On March 19, 1974 this office met with Mr. Squier and Region Geologist Bill Fretwell to discuss additional field data which would be required for the constultants information to prepare the analysis and to recommend corrective work.

On April 3, 1974 while in the Astoria area I was advised that additional drilling and seismic work had been requested by the consultant and that he would be unable to give us a final recommendation on what was to be done at the slide until approximately April 15. In discussing this additional work by telephone with Mr. Litchfield I requested that he arrange for a meeting with Mr. Squier on Friday, April 5 in the Region Office. On April 5 we met with Mr. Squier in the Region Office to discuss the type of corrective work which appeared would be necessary to restore the Highway through the slide area. In attendance at this meeting were Mr. Squier; Paul Riedl, of the FHWA; Ted Litchfield, Region Operations Engineer; Bill Fretwell, Region Geologist; Gerry Wimer, Region Construction Engineer; Lyle Watson and Bud Mann from the Design Office. At this time it was determined that it could be feasible to relocate the section of highway through the slide back to its original location and the people from the Design Office were advised to begin preparation of plans with this approach in mind. Mr. Squier was asked to investigate the feasibility of placing the road in this position and to give us his recommendations. We also arranged to meet with Mr. Squier on April 15 to discuss the feasibility of the construction of a buttress to effect a permanent repair to the slide.

On April 8, 1974, a meeting was held in Mr. Hunter's office to discuss progress on the design of the corrections for the slide In attendance at this meeting were Vern Cusack, Glenn Hossner and Paul Riedl of the Federal Highway Administration and Gary Potter of the Environmental Unit. On April 9, 1974 this office was advised that the method of payment included in the Consultant Agreement was not satisfactory to the Federal Highway Administration and an alternate method of payment was proposed.

RECEIVED
MAY 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

On April 10, 1974, I met with Paul Riedl and the FHWA Expert on Consulting Agreements to determine a satisfactory method of payment. After discussing a revised method of payment our recommendations were taken to Pat Randolph, Assistant Attorney General to get his thoughts on the legality of this revision. Mr. Randolph agreed to have the amending agreement prepared in final form and to transmit it to the Consulting Engineer.

On April 15, 1974 a meeting was held in the Region Office at 10 AM to discuss the design aspects of the slide correction. Attending this meeting were Ted Litchfield, Gerry Wimer, Bill Fretwell, Jim Chaney and Eddie Welch, from Region 2; 4 Engineers from FHWA and 3 Engineers from Design Section of OSHD. At this time the amended agreement was presented to Mr. Squier who took it with him to review and resubmit to this office.

On April 18, 1974 I picked up Mr. Lee Carney of Peter Kiewit & Sons Inc. in Cedar Hills and with Bill Fretwell, Region Geologist drove to Silver Point Slide to get a contractor's opinion on the feasibility of constructing a large buttress. Mr. Carney went over the slide area with us and made some suggestions as to how the job should be contracted and how he felt the buttress could best be constructed. He expressed considerable concern over the moisture in the material and in the magnitude of the work proposed. A general discussion of the problem between the Region Office staff after our discussions with Mr. Carney resulted in a recommendation that the road work for restoring the Highway to a reasonable alignment be performed as one stage of the slide correction, and that a monitoring of the slope indicators and the ground water test holes be conducted during the forthcoming winter. Any movements which occured during the winter would be analyzed, water levels would be analyzed, and additional corrective work would be done on a second stage during the construction season of 1975. As a part of the 1974 work considerable drainage correction would be done both above and below the slide. This proposal was discussed with the FHWA office and with Mr. Hunter this date. Mr. Hunter asked that we arrange a meeting with our consultant, Mr. Squier so that he could discuss this proposal with him. This meeting was arranged Friday, April 26.

On April 22, 1974, a signed copy of the amended consultant agreement was received by this office from Mr. Squier. This agreement was taken to Mr. Coulter for his signature and to Mr. Randolph for his signature and dropped off at Mr. Klaboe's office. It was to be sent to the FHWA for their approval before final approval by Mr. Klaboe.

On April 26, 1974, a meeting was held in the Region Office with Mr. Squier, Mr. Hunter, and others to discuss the Silver Point Slide. Mr. Cusack, Mr. Munoz, and Mr. Riedl of the FHWA; Mr. Fretwell, Mr. Anderson, Mr. Litchfield and myself from the Region 2 office and Mr. Watson of the Design Section also attended.

Results of this meeting were discussed by the Region Office Staff and at approximately 4 PM we met with Mr. Hunter to discuss the proposed 2 stage correction. At this meeting, no conclusions as to precisely how to proceed were reached and Mr. Hunter asked that we contact him the following Monday April 29. In discussing the proposal with Mr. Hunter on April 29, he indicated that he would like to take a look at the slide on the ground and we attempted to arrange for air transportation to the area that afternoon. Air transportation was not available on either Tuesday, Wednesday, or Thursday. On Friday, May 3, 1974 Mr. Klaboe, Mr. Johnson, and Mr. Hunter arranged to fly to the Silver Point area and we arranged to have Mr. Everton pick them up at the Seaside airstrip. Mr. Fretwell, Mr. Versteeg, and I left this office early in the morning and picked up Mr. Rulien in Portland. We arrived at Silver Point about 10 A.M. and met Chet Anderson on the site. Mr. Klaboe, Mr. Johnson, Mr. Hunter and Mr. Everton arrived shortly thereafter and the magnitude of the work to be done on the first stage of the slide correction was discussed. It was determined that drainage work and a minimum amount of work to establish an acceptable alignment should be done. Mr. Hunter discussed with Mr. Versteeg what changes in grade and alignment he felt necessary and we returned to Salem.

At this point it appears that the Design Office has received adequate instruction as to how the plans for the slide correction are to be prepared and it is assumed that plans and specifications will be prepared for a contracting of the first stage of the correction work sometime early in June. The Region Office is planning to maintain a monitoring schedule throughout the summer and winter seasons to determine if additional geological data can be obtained which may assist in determining precisely what additional corrective work should be done during the following construction season.

cc: ✓E. S. Hunter
H. S. Coulter
J. H. Versteeg
L. W. Rulien
E. L. Everton
C. A. Anderson
W. R. Fretwell

800-4 2

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 6, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project ER-281(-)
Silver Point Slide Section (US 101)
Amended Consultant Agreement

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The Amended Consultant Agreement with L. R. Squier, Inc. submitted with your April 23 letter brings the basis for payment for the consultant services on the subject slide within the requirements of PPM 40-6.

It also, however, brought our attention to the work proposed under Item I.B.4 of the original agreement. While it is very desirable to establish responsibility and/or liability for damages to adjacent areas, Section 125 of Title 23 USC limits the expenditure of Emergency Relief funds to only repair and/or restoration of the highway. That work under Item I.B.4 is, therefore, not eligible for reimbursement with ER funds.

We also question the propriety of the wording used in the second paragraph of the recitals. The purpose of the amendment is to bring the consultant agreement into compliance with the requirements of PPM 40-6. It would seem to have been more appropriate to state it in that manner.

Please furnish two executed copies of the complete agreement for our formal approval when PE for this project is programmed.

C. K. Burghardt
for G. L. Green

RECEIVED
STATE HWY ENGR
MAY 9 '74
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
MAY 10 1974
Office of
Assistant State Highway Engineer

NOTED
H.G. COULTER

[illegible]

5-14

8024

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 30, 1974

FILE: 4-1410

FROM: C. O. Fredrickson
C. O. Fredrickson
REGION ENGINEER

SUBJECT: **Silver Point Slide**

TO: Frank Terpin
FINAL DESIGN ENGINEER

Attn: Lyle Watson

We are enclosing one copy of a letter from Eldon L. Everton, District Engineer, District 1 together with a copy of a letter from Clatsop County signed by Terry A. Marden, Acting Planning Director indicating that there should be no problem with the use of the proposed waste area for the disposal of the waste material from Silver Point Slide.

Please see that copies of these letters are distributed to those who require them for the right of way work they are doing.

COF:lb

cc: Eldon L. Everton

REFERRED TO

Cole / Reed
Eriksen / Sample
Hager / [✓ Watson] L.W.
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

1 J
2 T
3
4
K

SECTION

4-1410

REGION 2 ENGINEER
RECEIVED
[illegible] 1974
[✓ RE] [✓ RCE] [✓ RME] ☐ RTE ☐ c [illegible]
☐ ULE ☐ GEO ☐ TA ☐ F.L.[illegible] ☐

FORM 8-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon

SUBJECT: Wasting Material from Silver Pt. Slide

To: C. O. Fredrickson
Region Engineer
Region II

As per your request, I have contacted the planning director of Clatsop County in regard to any requirements that they might have for our proposed waste area for the Silver Pt. Slide. I advised the planning director what our plans were and the area where we should be wasting the material. Attached please find a letter I just recently received from the planning director that indicates that the county does not require any permit for such an operation as we propose.

I hope that this will meet our needs. However, if something additional is needed from the county commissioners, I am sure I can obtain it if you so request.

Eldon L. Everton
Eldon L. Everton
DISTRICT ENGINEER

ELE:bh
Attachment

CLATSOP COUNTY
Courthouse . . . . Astoria, Oregon 97103

April 18, 1974

Mr. Eldon Everton
State Highway Dept.
350 W. Marine Drive
P. O. Box 686
Astoria, OR 97103

Dear Mr. Everton:

This letter refers to your inquiry of whether a variance, conditional use or other permit is required from the County to enable the State Highway Department to remove approximately 200,000 yards of material from the recent slide area on Highway 101. We understand this fill material will be placed on low land just east of Highway 101 near Elk Creek. The County does not require any permit for such an operation of this nature at this time.

Please let me know if I can be of any further assistance.

Sincerely,

Terry A. Marden
Terry A. Marden
Acting Planning Director

TAM/jgh

cc: Board of County Commissioners

'74

✓ /

8024 9

Salem, Oregon
April 30, 1974

Mr. J. B. Boyd
Right of Way Engineer
BUILDING

48194 - Kraemer
48198 - Shimanski
Silver Point Slide Sect.
Oregon Coast Highway
Clatsop County

Attached are 2 descriptions and an authorization covering easements for a waste area for the subject slide project.

Existing File 43260 (Swigart), which is adjacent to these new Files, has been revised and is being sent to you via the "Revision Request" route along with the Right of Way prints.

J. H. Versteeg
Road Design Engineer

By

Floyd O. Scott
Right of Way Description Engineer

FOS:tk

Attachments

1 Versteeg U
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout 4

RECEIVED
APR 30 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up /
Other

8024

9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Tillamook, Oregon

April 17, 1974

FILE:

FROM: C. Anderson
Resident Engineer

TO: Ted Litchfield
Region 2 Operations Engr

SUBJECT: Revised Developement Plan of Waste Site
M.P. 32.0 Slide
Oregon Coast Highway
Clatsop County

Enclosed is a revised developement plan for a proposed waste area which is located just east of the existing Oregon Coast Highway about 3 miles north of the subject project. The proposed R/W for this site is outlined in green on the enclosed plan sheet and includes the following parcels:

4-29-74 Also the Swigart prop. W. of Elk C. to [illegible] North Line per Ted L. [illegible]

Swigart Property

(a) The South ½ of the N.E. ¼ of the N.W. ¼ of Section 29, T5N, R10W, lying west of Elk Creek.

(b) The South ½ of the N.W. ¼ of the N.W. ¼ of Section 29, T5N, R10W, lying east of the existing Oregon Coast Highway R/W.

R & K Kraemer Property

(c) Entire taking.

Shimanski Property

(d) Entire Taking.

All 3 properties [illegible] Ted L.

1 Versteeg V
2 Terpin T
3 Scott S
Trout T

ROAD DESIGN SECTION

Requires Reply ☐
Other

If it becomes necessary to purchase the areas outlined in green rather than agreeing with the owners to only use the land as a waste site, Swigart's remaining property would be left landlocked. This condition would of course require reserving an easement across the purchased parcel to provide access to Swigart's remainder.

Enclosed is the following data: – To L. Watson 4-24-74

1 Roll Plan Sheet, 1" = 100' Scale.

1 Roll Cross Sections & Typical Sections.

1 Sheet Quantity Calculations

for
C. Anderson
Resident Engineer

REGION 2 ENGINEER
RECEIVED
APR 23 1974
☐ RE ☐ RCE ☑ RME ☐ RTE ☐ ROE
☐ ULE ☐ CSO ☐ [illegible] ☐ FILE ☐

cc L. Watson 4-24-74
I

REFERRED TO
Cole
Reed
Eriksen
Hager
Watson L.W.
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

8024

E. S. Hunter
8

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 16, 1974

TO MEMORANDUM TO THE FILES

Lyle K. Watson

FROM Lyle K. Watson, Design Team Supervisor

SUBJECT Silver Point Slide
Oregon Coast Highway
Clatsop County

NOTED
E. S. HUNTER

RECEIVED
APR 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A meeting was held in Region II offices on the above-named project on Monday April 15, 1974. This meeting was held for the purpose of reviewing the roadway plans through the slide area, disposal areas, rock sources and the proposed design for stabilization of the slide.

The Final Design Unit will complete the roadway plans as proposed on this date and specifications written.

The Region will provide additional disposal areas for approximately 500,000 cubic yards. The site, as shown on the plans, is not suitable. This area is a peat bog, too close to the Oregon Coast Highway and the City of Cannon Beach's lagoons.

The trees, stumps, brush, etc., to be removed from the slide area may be deposited in the disposal area and covered.

L. Radley Squier, consultant, to furnish the final design unit with typical sections, cross sections, alignment, quantities, estimate, etc., of a proposed rock buttress below the roadway by April 22, 1974. If the rock buttress is constructed, a rock source will be made mandatory. Approximately 400,000 cubic yards will be required. Region to provide a source for the rock buttress.

LKW:jh
cc: C. O. Fredrickson
C. G. Swenson
Paul Riedl

1 Versteeg ✓
A. Olson
2 Turpin
3 Scott
Swenson
R. Olson
Trout

RECEIVED
APR 1974
ROAD DESIGN SECTION

Copies to E. S. Hunter
L. W. Rulien
[illegible]

8024

4-12-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 4-28

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 4-12-74
BY (Signature): MR. L.W. RULIEN'S 4-9-74 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS EMERGENCY RELIEF

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 1 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1	ER-281(1)	0.3	76,500	76,500	SILVER POINT SLIDE SECTION CLATSOP COUNTY - STATE OF OREGON.	ACQUISITION OF RIGHT OF WAY

RECEIVED
STATE HWY ENGR
APR 15'74
REFER TO
Schroeder
FOR
Info | nvcs | R/D | D/R | Sign | Act | File

RECEIVED
APR 16 1974
Assistant [illegible]

REMARKS (Division)

YOU ARE AUTHORIZED EFFECTIVE APRIL 12, 1974 TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION INCLUDING MOVING COSTS AND INCIDENTAL WORK.

NOTED
R. L. SCHROEDER

Original to Rulien
Copy - Boyd
4-16-74

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-12-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8024

April 9, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. ER-281(1)
Silver Point Slide Section

We are submitting program data for one right-of-way project, Item No. 1, Project No. ER-281(1) which we desire to include in the Federal-Aid Emergency Relief Program occasioned by the January 1974 storms.

We further request, concurrent with your approval of the program, authorization to proceed with all phases of right-of-way acquisition, including incidentals and relocation payments for the project. The right-of-way to be acquired is as outlined in red on the copy of the right-of-way roll map 7B-5-16.

Assurance regarding the availability of replacement housing for this project is not required since the only occupied improvement was previously vacated when destroyed by the slide. The other improvements consist of vacant summer homes; therefore, relocation will consist of the moving of whatever personal property remains in the homes.

CL:dgk

Budget Bureau No. 41-R2067; Approv

U.S. DEPAR
BURE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

4-9-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	US 101 5.8 mi. S. of Cannon Beach Jct.	ADT	2,100	4,000	94	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ.
3	Right of Way Acquisition						74-1		ER-	281	(1

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	Emergency Relief	Clatsop	007

NAME OF URBAN AREA

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	28	9	101

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		US 101 5.8 mi. S. of Cannon Beach Jct.					
5					ROW		(MP 31.8 - 32.1) (Silver Point Slide Section)	0.3	76,500	76,500		
5					CONST (CODE)							

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	1			0.3	76,500	76,500

PROGRAM APPROVAL DATES

REMARKS

Restoration of this roadway is nece of damage caused by the unusually severe storms during January 1974.

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Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

o.

4-9-74

PROJECT LOCATION (45 typewriter spaces) US 101 5.8 mi. S. of Cannon Beach Jct.	ADT	PRESENT 2,100	FUTURE 4,000	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 098	ITEM NO. 1

ROPOSED WORK (35 typewriter ay Acquisition	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. 74-1	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) ER- / NUMBER 281 / SEQ. NO. (1)

I. Projects Only: POST MI. DESIG.

L FUNDS: Emergency Relief

REA

COUNTY NAME: Clatsop CODE 007

ROUTE NO. P FEDERAL-AID 28 STATE 9 U.S. 101

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		US 101 5.8 mi. S. of Cannon Beach Jct.						Right-of-way acquisition, all phases including incidental work, moving payments and building demolition. (Future slide correction and permanent restoration of the roadway to provide 2-12' lanes HT pave. with 10' shoulders. ROW - 270' min. Access control-none. Parking restrictions-none.
ROW		(MP 31.8 - 32.1) (Silver Point Slide Section)	0.3	76,500	76,500			
CONST (CODE)								
PROJECT TOTALS			0.3	76,500	76,500			

ED BY

AM APPROVAL DATES

REMARKS
Restoration of this roadway is necessary because of damage caused by the unusually severe storms in Oregon during January 1974.

-OVER-

USCOMM DUSCOMM-DC 48005-P61

SILVER POINT SLIDE SECTION

PROJECT NO. ER-281(1)

Existing Facility: 2 - 11' lanes A.C. pavement with 3' shoulders.

Adjacent Sections:
  N. End: 2 - 12' lanes A.C. pavement with 10' shoulders.
  S. End: 2 - 11' lanes A.C. pavement with 10' shoulders.

Project Data : Right-of-way acquisition, all phases, including incidental work, relocation assistance consisting of moving of personal property, and building demolition as required to provide for future permanent restoration of the roadway which was damaged by a massive slide resulting from abnormally heavy rainfall beginning January 14, 1974. All property within the slide area will be acquired which will then allow action to be taken on whatever corrective measures are considered necessary to arrest the slide and restore the highway facility. Federal reimbursement will be requested on those portions of the properties which are utilized and considered necessary to accomplish this work. The permanent restoration of the roadway will consist of as yet undetermined measures to arrest the slide and the construction work required to replace the roadway with 2 - 12' lanes A.C. pavement and 10' shoulders.

System Action Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

A-95 Review: The project is exempt from State Clearinghouse and District 1 Clearinghouse reviews under working agreements dated April 28, 1970, and June 8, 1971, respectively.

Public Hearing, Location and Design Approval: Not required under paragraph 3c of PPM 20-8.

Note: This proejct is in Congressional District No. 1.

Data for PR-37: Relocation assistance consists of payments for moving personal property from four houses at an estimated cost of $1,500.

Estimated cost of building demolition is $5,000.

3624

Form FHWA 121 (Rev. 5-7 [illegible]

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 3, 1974

In reply refer to: 10-41-EC2/409.1

SUBJECT: Oregon Emergency Relief Program
Silver Point Slide - Consultant Agreement

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

Fredrickson
Ole proceed
as rapidly as
possible
ESH

We have reviewed the proposed consultant agreement with L. R. Squier, Inc., for preliminary engineering involving investigation of the Silver Point Slide, and while it otherwise appears satisfactory as to form we cannot approve the method of payment. In Paragraph 6a(3) of PPM 40-6 a cost times a multiplier type of payment is specifically forbidden.

We recognize the emergency nature of the problem and the pressing need for these services. It is suggested that an attempt be made to renegotiate on an actual cost plus fixed fee basis in which the multiplier is broken down into its auditable components and the profit portion separated as a lump sum based on the consultant's original estimate.

4-9-74
original to
Chuck Fredrickson

While we have no approved program for this work at this time it is assumed that it is to be claimed as preliminary engineering for Emergency Relief as tentatively authorized by our January 28 memorandum.

G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
APR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
APR 4 '74
REFER TO
Hunter
FOR

(Pls assign to proper person.)

8024

8

147J

JOINT COUNCIL OF TEAMSTERS No. 37

WELCOME TO OREGON

Affiliated with

INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS, WAREHOUSEMEN and HELPERS of AMERICA

TEAMSTER BUILDING, 1020 N. E. THIRD AVENUE • PORTLAND, OREGON 97232 • AREA CODE 503, PHONE 232-8171

Teamsters, Auto Truck Drivers & Helpers
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Eugene, Oregon 97401

Chauffeurs, Teamsters & Helpers
Local No. 58
Longview, Washington 98632

Line Drivers, Pickup & Delivery
Local No. 81
Portland, Oregon 97232

General Teamsters, Auto Truck Drivers & Helpers
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Portland, Oregon 97232

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Astoria, Oregon 97103

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Eugene, Oregon 97401

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Salem, Oregon 97302

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Food Processors, Drivers & Helpers
Local No. 809
Portland, Oregon 97232

Twin Cities Teamsters, Warehousemen, Fruit Workers & Helpers
Local No. 883
Hood River, Oregon 97031

Teamsters, Chauffeurs & Helpers
Local No. 911
Klamath Falls, Oregon 97601

Teamsters, Chauffeurs, Warehousemen & Helpers
Local No. 962
Medford, Oregon 97501

March 19, 1974

Mr. Fred B. Klaboe, Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Your Letter of March 14, 1974.

Dear Fred:

I have recently been ill and probably will not be able to function for the next two or three weeks. However, when able, I will be glad to sit down with you and explain the Teamsters' position and the method concerning the Cannon Beach efforts.

We still have major concerns over the method applied, but I do feel any further letter-writing would be unfruitful. However, I would be happy to meet with you and members of our Joint Council staff to discuss just exactly our point of contention if this would help in your understanding our position.

As I have mentioned, I physically will be unable to do this for two or three weeks, but if you believe this discussion will be helpful, I will be glad to make the necessary arrangements.

B/up ~~4-18~~ ~~5-15~~

Sincerely,

L. B. Day
Political Director

RECEIVED
STATE HWY ENGR
MAR 20 '74
REFER TO
FOR
Info | | R/D | D/R | Sign | Act | File

LBD:dc

cc: Larry Mayo, Joint Council
C. R. Leback, Local 569

HAVE IT DELIVERED

Mar 26

Silver Pt.

147-J

March 14, 1974

Mr. L. B. Day
Political Director
Joint Council of Teamsters No. 37
1020 N. E. Third Avenue
Portland, Oregon 97232

Dear L. B.:

It is difficult to determine why the Joint Council thinks there is any irregularity in the method of hiring or in the method of payment for trucks hired to work for the Highway Division during emergency work performed at the Silver Point slide on the Coast Highway south of Cannon Beach.

The District Engineer was instructed to expedite the temporary work through the slide area to restore traffic-carrying capability. A local contractor was contacted and the equipment which he had available was put to work using standard force account rates. As a member of the Association of General Contractors, he employed union members as operators. He did not, however provide trucks.

Local trucks were hired by the District Engineer to perform the hauling work. Since these were not owned or hired by the contractor, payment was made by the State to the owners of the equipment. Much of this equipment was also owner-operated. Again, standard rental rates were paid, in the interest of expediency, and there was certainly no attempt to escape any responsibilities under labor agreements. As you know, the owner who hires an operator for his truck on a State project is required to pay no less than the prevailing wage rates for the location of the work as established by the Secretary of Labor.

No attempt was made to negotiate for more favorable rates for any equipment hired for the project, although, historically, lower-than-standard rates can be obtained by this method. We felt that it was in the public interest to perform the work in the most expedient manner possible, and the field offices acted accordingly.

Nothing was done which was contrary to accepted practice, nor were any procedures used which we would hesitate to use again. Everyone was treated fairly and equitably, and the work was handled to our satisfaction.

Let me know if you have any questions or if I can be of further help to you.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. O. Fredrickson

COF:elk/HSC:ia cm

JOINT COUNCIL OF TEAMSTERS No. 37

WELCOME TO OREGON

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Klamath Falls, Oregon 97601

Teamsters, Chauffeurs, Warehousemen & Helpers
Local No. 962
Medford, Oregon 97501

March 1, 1974

Mr. Fred B. Klaboe, Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Fred,

Enclosed you will find a complaint from Joint Council No. 37 concerning your operation at Cannon Beach, Oregon.

The net effect of the complaint is that the arrangement entered into between the State of Oregon and the contractor allowed the contractor to escape his responsibility under a labor agreement between the contractor and the Union.

While I appreciate the emergency at Cannon Beach, perhaps in the future some arrangement can be made to prevent a similar situation from occuring.

Your comments concerning this will be appreciated.

Sincerely,

L. B. Day
Political Director

CC: Larry Mayo
Carl Schaeffer, Local 569

NOTED
A. E. J

RECEIVED
STATE HWY ENGR
MAR 4 '74
REFER TO
FOR
Info | ID | DIR | Sign | Act | File

MAR

HAVE IT DELIVERED

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Klamath Falls, Oregon 97601

Teamsters, Chauffeurs, Warehousemen & Helpers
Local No. 962
Medford, Oregon 97501

February 27, 1974

Mr. L. B. Day, Secretary-Treasurer
Cannery Warehousemen, Food Processors, Drivers & Helpers
Local Union No. 670
P. O. Box 3048
Salem, Oregon 97302

Dear Sir and Brother:

Enclosed please find payroll records for Harold Stoner whose dump truck was used on the slide repair at Cannon Beach, Oregon.

You will note that the appropriate hourly wage was paid. However, there were no fringe benefit contributions made on his behalf as he was paid directly by the Oregon State Highway Department rather than carried on the payroll of the contractor procuring the dump trucks for this job and doing the loading at the pit site and processing the material in the fill area.

Evidently whoever you received your information from indicating that all owner/operators would be carried on the payroll of the contractor for this job and appropriate wages and fringes paid was misinformed. As you will note, the equipment was hired by the State on a direct equipment rental.

Fraternally yours,

L. C. Mayo

L. C. Mayo, Representative

LCM:cfh
Enc.

Name **Harold Stoner Dump Trucking**
2778 IRVING AVENUE
Address ASTORIA, ORE. 97103 PH. 325-5330

Zip

Phone

Date [illegible]

TO: Mr. Elden L. Everton, District Engineer
Oregon State Highway Division
Post Office Box 686
Astoria, Oregon 97103

INVOICE:

10 yard Dump Truck rental, fully operated, hauling rock for Oregon State Highway Division at Mansur Point Slide on Highway 101 south of Cannon Beach:

February	Straight time hours	Overtime hours (over 8, & Sat)	Overtime hours (Sun)
Tue 12			
Wed 13			
Thu 14			
Fri 15	8	2	
Sat 16		10	
Sun 17			10
Mon 18			
Tue 19			
Wed 20			
Totals	8	12	10

8	hours @ 20.03.........	$ 160.24
12	hours @ 23.37.........	280.44
10	hours @ 26.71.........	267.10
	TOTAL DUE	707.78

I, the undersigned, hereby certify that the above bill is true and correct and payment therefore has not been received.

Signed Harold Stoner

OREGON STATE HIGHWAY DIVISION
MAINTENANCE SECTION

Form E-376 Rev 8-72

EQUIPMENT RENTAL CONTRACT

EQUIPMENT DATA

TYPE
Dump Truck

MAKE
Ford

MODEL
9000 Ser.

SIZE 12 yd

SERIAL # U91TVP42127

ATTACHMENT

ATTACHMENT

ATTACHMENT

RENTAL RATE

EQUIPMENT FULLY OPERATED (Operator, Operator Assistants, fuel oil, repairs and replacements)

HOURLY RATE Straight Time $ 20.03

EQUIPMENT ONLY (Machine without operator or assistants, in good operating condition. State to furnish fuel, oil, repairs and replacements. Machine to be returned in good operating condition)

HOURLY RATE . . . . . . $

DAILY RATE . . . . . . $

MONTHLY RATE . . . . . . $

ESTIMATED DATE RENTAL BEGINS 2-15-74

ESTIMATED DATE RENTAL ENDS 2-17-74

TERMS

Move-in costs $ —— Move-out costs $ —— Down-time costs $ ——

LOCATION AT WHICH EQUIPMENT WILL BE USED

HIGHWAY NUMBER: 9 MILE POST: 32

EXPLANATION OR REMARKS

Over 8 hours and Sat Rate = 23.37 hr

Sun Rate = 26.71 hr

PURCHASE ORDER NUMBER

SIGNATURE

District Engineer

OWNER'S STATEMENT

I am the owner and agree to rent this equipment on the above terms and I will assume responsibility for covering the equipment with fire insurance during the life of this agreement. I agree to carry Workmen's Compensation Insurance on myself and all of my operators of the above equipment.

INSURANCE CARRIER
Continental Casualty Co

ACCOUNT NUMBER
984-56-40

FIRM
Hansen + Rowland Inc
Harold Stoner Trucking.

TELEPHONE NUMBER
226-6702
325-5330

Harold Stoner
Signature of Owner

DISTRIBUTION:

- ORIGINAL—Maintenance Engineer
- DUPLICATE—Regional Engineer
- TRIPLICATE—District Engineer
- QUADRUPLICATE—Equipment Owner

STATE OF OREGON

PUBLIC WORKS CONTRACTOR WAGE CERTIFICATION

NAME AND ADDRESS OF CONTRACTOR OR SUBCONTRACTOR

Harold Stoner Trucking
2778 Irving Ave
Astoria Ore. 97103

DATE [illegible] 2-21-74

CERTIFICATE [illegible] 2-18-74

DESCRIPTION AND LOCATION OF WORK

HAULING ROCK MANSUR POINT SLIDE HWY 101 MP 32

CONTRACT NUMBER

FOR OFFICE USE ONLY

INSTRUCTIONS:

1. Oregon Law (Chapter [illegible] O. L. 1959) specifies that no payment may be made on public work contracts unless the contractor or subcontractor or surety provides a certificate stating the hourly rate of wages paid to the workmen and also certifying that such rate is not below the prevailing rates for the locality. This form is required in making such certification.
2. Submit this completed form in duplicate with each request for payment.
3. List below each craft employed by you and the hourly rate [illegible]. It is not necessary to list each employee. Supervisory [illegible] personnel, or other workmen on regular monthly or per diem [illegible] need not be listed.
4. Complete the affidavit on this form and have it notarized.

CRAFT CLASSIFICATION	MINIMUM RATE
Dump truck Driver	6.68

APPRENTICE CLASSIFICATION	INTERVAL	

OVERTIME PROVISIONS

TIME AND ONE HALF - OVER 8 hrs & for SATURDAY

DOUBLE TIME SUNDAY.

AFFIDAVIT

Being first duly sworn, I hereby certify that the hourly rate of wages shown on this form was paid each classification of workmen employed by me (my principal) upon the public work project specified above. I further certify that no workman employed by me (my principal) upon said public work has been paid less than the prevailing rate of wage or less than the minimum hourly rate of wage specified in the contract for said public work. I have read this statement and certificate and know the contents thereof and the same is true to my knowledge.

SIGNATURE Harold Stoner

TITLE Owner

☑ CONTRACTOR ☐ SUBCONTRACTOR ☐ [illegible]

SUBSCRIBED AND SWORN [illegible]

NOTARY PUBLIC Helen E. Ca[illegible]

DATED 2/21/74

Before payment is made of any sum due [illegible] a public work the state treasurer or the [illegible] district authority, public corporation [illegible] municipalities [illegible] charged with the disbursement of funds [illegible] and pursuant to which payment is made [illegible] his surety and every subcontractor [illegible] writing, in form prescribed by the State [illegible] the hourly rate of wage paid each classification [illegible] him upon such public work, and further [illegible] employed by him upon such public work [illegible] vailing rate of wage or less than the minimum [illegible] fied in the contract, which certificate [illegible] the oath of the contractor or his surety [illegible] he has read such statement and [illegible] and that the same is true to his [illegible]

ADDITIONAL [illegible] ON BACK

5.4.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 15, 1974

TO C. O. Fredrickson, Region II Engineer

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Silver Point Slide
Oregon Coast Highway
Clatsop County

NOTED
E. S. HUNTER

This is to advise you that Norman Mann, Senior Designer, has been assigned to prepare the plans for the subject project.

Chet Anderson, Resident Engineer, has delivered to this office enough of the location data that work can begin on the plans production.

Indications are that unless unforeseen difficulties arise in securing recommendations from the consultant, acquiring right-of-way, or a disposal site, that plans will be ready for the May 23 bid opening.

Anderson proposes to replace the highway in it's former line and grade unless advised to do otherwise by you or the consultant.

You may feel free to contact Norman Mann at any time to request information or assistance. He is also available to view the site in the field at anytime if it is considered appropriate.

FET:we
cc: E. S. Hunter
L. W. Rulien
Lyle K. Watson
C. G. Swenson

RECEIVED
[illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#8024

3/11/74
Tel-Comm. Meeting

March 12, 1974

L. R. Squier Inc.
15964 Boones Ferry Road
Lake Oswego, Oregon 97034

MISC. CONTRACTS and
AGREEMENTS No. 4949

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering consultant services to study data and recommend a solution for the stabilization of the slide area on the Oregon Coast Highway south of Cannon Beach.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc C. O. Fredrickson
(agree. att.)

8024 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 4-07

Salem, Oregon
March 11, 1974

FROM: T. W. Litchfield
REGION OPERATIONS ENGINEER

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Deeds and R/W Map
Silver Point Slide Section
M.P. 32.0
Oregon Coast Highway
Clatsop County

Attention: Mr. F. O. Scott
RIGHT OF WAY DESCRIPTION ENGINEER

On March 8, 1974, Mr. C. O. Fredrickson handed to you the deeds covering the Mansur Park Area which were submitted with Chet Anderson's letter dated March 7, 1974.

Additional deeds for this project will be submitted as soon as they are received from the field.

Scott

These were received from Mr. Inloes this date and are transmitted herewith.

TWL:lb

Attachs.

1 Versteeg ✓
A. Olson
Terpin
2 Scott S
Swenson
R. Olson
Trout

RECEIVED
MAR 13 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8024

4-07

8

1859

OREGON STATE
HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

March 7, 1974

Dames & Moore
Consulting Engineers
1220 S.W. Morrison Street
Portland, Oregon 97205

NOTED
E. S. HUNTER

ATTENTION: Mr. Irving E. Olson
PARTNER

Dear Mr. Olson:

The proposal which you submitted for analysis of the slide near Silver Point on the Oregon Coast Highway (US 101) south of Cannon Beach, Oregon, was considered by the consultant review board of the Highway Division, Oregon Department of Transportation, at a meeting on the afternoon of March 6, 1974. After discussing the relative merits of your proposal and that of another firm, it was decided to accept the proposal of the other firm.

Both proposals which were considered were, in our opinion, excellent. We feel that either firm was capable of performance of the work involved and would have given us what we requested within a tolerable time frame. It was a difficult choice to make, and we regret having to select one firm from two who were each well qualified.

We appreciate the time and effort which you were willing to expend on our behalf and your willingness to respond on such short notice. Individually, I appreciate the opportunity of meeting you and working with you for this short period of time.

Very truly yours,

C. O. Fredrickson

C. O. Fredrickson
REGIONAL ENGINEER

COF/elk
cc: Ed Hunter
Scott Coulter
Dave Moehring

RECEIVED
MAR 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8024

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 4-07

Salem, Oregon
March 6, 1974

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION ENGINEER

SUBJECT: Proposal for Investigation of Silver Point Slide

TO: E. S. Hunter
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

A proposal was received from L. Radley Squier, Consulting Engineer, Lake Grove, Oregon and from the Portland office of Dames and Moore, Consulting Engineers this date for the investigation of the Silver Point Slide near Cannon Beach on the Oregon Coast Highway. These proposals were received by and reviewed by C. O. Fredrickson, Region Engineer; T. W. Litchfield, Region Operations Engineer; and W. R. Fretwell, Region Geologist.

Both proposals appear to be in order and appear to cover the type of engineering investigation which we requested from the consultants at the time we went over the slide with them in the field. In general it appears that acceptance of either proposal would provide the Highway Division with the information which they require in preparing plans and specifications for a correction of the problem involved. There are however, some basic differences in the proposals which should be considered prior to committing the Highway Division to an agreement with either consultant.

The proposal from L. Radley Squier has been broken down into two phases of study; phase one being a study of the information which the region geology crew and the seismographic crew has obtained and the maps and aerial photographs which have been prepared by the photogrammetry unit: phase two would consist of analysis of additional information and the preparation of a recommendation based on this analysis and on additional on-site work. Mr. Squier proposes that an inspector from his office be assigned to the project to work with Mr. Fretwell's crew in obtaining the additional data, he also proposes that analysis of soil samples be performed in his own laboratory. A discussion of the fee schedule included with his proposal indicates that with a standard factor of two and one-half times the rate quoted the maximum amount involved based on his estimated man-hours would be slightly under $12,000.

The proposal from Dames and Moore, which was submitted by Mr. Irving E. Olson differs from the proposal submitted by Mr. Squier in that the consultant would not propose to furnish inspection of the drilling operation on the site. The consultant would also propose that all laboratory work be performed through the Highway Division Laboratory in Salem and that the results of any requested tests be submitted to them for analysis. Dames and Moore has the advantage of a large international operation, a resource potential greater than that of Mr. Squier and the use of an in-house computer. The fee schedule quoted by Dames and Moore would probably involve a fee equal to that quoted by Mr. Squier in that their estimated budget is slightly lower, but the in-house work would probably extend these costs to at least as great an amount as Mr. Squier has estimated.

Although either proposal, as stated previously in this letter, appears to be adequate to provide the Highway Division with the information requested, the Region Office would recommend that Mr. Squier be retained for the performance of the work. Our reason is basically a much closer field involvment and an acceptance on the part of Mr. Squier for responsibility of both laboratory analysis of the material and for the on-site supervision of the drilling operation to minimize the amount of field work required by direct contact and obtaining of the samples which he feels are necessary. In either case, we feel that an agreement could be arrived at with a ceiling quotation for over-all cost which would be acceptable to the Highway Division.

The Consultants were requested to indicate whether they could perform the required work within a three week time limit after execution of the contract. Dames and Moore has indicated that this could be done. Mr. Squiers proposal on the other hand indicates a three week time on phase two of his proposal, which would be in addition to a one week time schedule on phase one and an interim period while additional data was gathered. In our verbal discussion with Mr. Squier this morning he indicated that work could be started on a plan for correction during the time which he was working on phase two so that although his time would run in total from five to six weeks it would not be necesary to wait until his analysis was complete before we could start working on a solution to the slide problem. Our verbal discussion with Mr. Olson indicated that he would prefer that no work be started on a solution to the problem until their analysis was complete. On this basis it would appear that the over all time for the preparation of plans for a slide correction contract would be comparable.

COF:lb

cc: H. S. Coulter
    D. H. Moehring

8034

MINUTES OF CONSULTANT REVIEW BOARD MEETING
March 6, 1974

A meeting of the consultant review board was held in Mr. A. E. Johnson's office at 3:15 p.m., Wednesday, March 6, 1974. Present at this meeting was the following:

Mr. A. E. Johnson, Deputy State Highway Engineer
Mr. E. S. Hunter, Assistant State Highway Engineer
Mr. R. L. Schroeder, Assistant State Highway Engineer
Mr. H. S. Coulter, Assistant State Highway Engineer
Mr. C. O. Fredrickson, Region Engineer, Region 2, (Acting Secretary)

Also present was Mr. T. W. Litchfield, Region Operations Engineer, Region 2.

The meeting was called for the purpose of reviewing proposals, solicited by Region 2, for consultant services in analyzing and making recommendations for correction of the slide which occurred at MP 32 on the Oregon Coast Highway (US 101), and referred to in the proposal as the Silver Point Slide. The Board was advised the Region 2 had requested proposals from three consulting firms, and that two had responded, had been taken to the area and had each submitted a proposal for consideration. The third consultant had declined both to view the slide and to submit a proposal.

Region 2 submitted to the Board for review, a proposal from the firm of L. Radley Squier, Consulting Engineer and a proposal from the Portland office of Dames and Moore, Consulting Engineers. The Region also submitted a letter containing a brief analysis of these proposals and a recommendation. The proposals were reviewed by the members of the Board, and after consideration of the various points contained in each proposal, a decision was made by the Board to accept the proposal of L. Radley Squier. The secretary was instructed to prepare an agreement for consideration of Mr. Squire and to notify the Portland office of Dames and Moore of the action of the Board.

The meeting was adjourned at approximately 4:15 p.m.

Respectfully submitted,

C. O. Fredrickson

C. O. Fredrickson
REGION 2 ENGINEER
ACTING SECRETARY

COF/elk
cc: F. B. Klaboe
Board Members

8024

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 5, 1974

FILE: 4-07

NOTED
H. S. COULTER

FROM: C. O. Fredrickson
REGION ENGINEER

ORIGINAL SIGNED BY
C. O. FREDRICKSON

SUBJECT: Silver Point Slide
M.P. 32- Oregon Coast Highway

TO: File

On February 28, 1974 a letter was written to E. S. Hunter, Assistant State Highway Engineer generally outlining the conditions of the subject slide and requesting that the Region be allowed to investigate retention of a consultant for providing assistance in arriving at a solution for correction of the problem. Verbal approval was received from Mr. Hunter to work toward this end.

In the afternoon on February 28 three consultants specializing in this type of work were contacted by telephone. They were Dames and Moore, Radley Squier and Shannon and Wilson, all of whom have offices in Portland. Mr. Irv Olson of Dames and Moore, and Radley Squier responded indicating an interest in working on the problem and arrangements were made to take them to the slide to explain what we expected from them and to let them view the conditions at the site. They were taken by this office to the slide location on Monday morning, March 4. Mr. Wright of Shannon and Wilson responded by telephone on March 4 and his call was returned the morning of March 5, Shannon and Wilson did not feel that they would like to submit a proposal for the work.

In our discussions with Mr. Squier and Mr. Olson we requested that a proposal be submitted to us on Wednesday, March 6 for consideration by the consultant review board at the Highway Building. It is planned at this time to meet with them to receive their proposal and to submit it to the consultant review team on Wednesday, March 7, 1974.

COF:lb

cc: E. S. Hunter
H. S. Coulter
D. H. Moehring

8024

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 4-07

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 28, 1974

C. O. Fredrickson

FROM: C. O. Fredrickson
REGION ENGINEER

SUBJECT: Silver Point Slide
M.P. 32- Oregon Coast
Highway

TO: E. S. Hunter
ASSISTANT STATE HIGHWAY ENGINEER

At approximately 9:30 P.M., Sunday, February 3, 1974, the slide at the subject location made it necessary to close the Oregon Coast Highway and route traffic over the Necanicum Highway between Wheeler and Cannon Beach Junction. The slide ceased measurable movement on Thursday, February 7, and repair work, to provide for temporary movement of traffic, was completed on Tuesday, February 19.

This slide, when it assumed a degree of stability, had damaged approximately 1200 lineal feet of the subject roadway, displacing downward approximately 35 feet at the northerly end; upward approximately 10 feet at the southerly end and lateraly approximately 70 feet to the West. The ground had broken approximately 800 feet easterly of the highway centerline and the entire mass had moved and displaced material onto the beach 500 feet westerly of the highway centerline.

The work performed to date has provided, at best, a temporary traffic carrying facility. Region 2 Geology and Engineering personnel are currently investigating the geologic and geometric conditions at the site to assemble data to be used in analysis and arriving at a proposal for stabilization of the slide and reconstruction of the highway.

Climatic conditions in this portion of the Region make it necessary to perform work on the correction of the slide in those months which are relatively free of rain. This limits the effective season to the months of June, July, August and September. The limitation of favorable weather then makes it mandatory that a contract be awarded for the corrective work no later than May so that work may be started in June. It is doubtful if the recourses available to the Region are capable of analyzing and proposing a solution to the problem in this length of time without severely infringing on the other activities in which the Highway Division is engaged.

In order to expedite the preparation of plans, specifications and estimate documents so that the project may be contracted at an early date, the Region proposes that a competant consultant be retained to assist in the preparation of a workable solution to the problem. The resources of the Region will be utilized to obtain such geological and physical data as the Consultant may require, and to prepare preliminary plans and estimates for

3-4-74
original to Fredrickson

3-4-74
OK ESH

cc: Coulter
Moehring

the preparation of bidding documents. The consultant would analyze the data acquired and propose solutions for this design.

Please advise this office if you concur in this approach so that we may proceed with the necessary arrangements to have the work done.

COF:lb

cc: H. S. Coulter
D. H. Moehring

RECEIVED
MAR 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8024

Salem, OR 97310

February 21, 1974

NOTED
H. S. COULTER

Rod J. Henry
Region Right of Way Supervisor

J. B. Boyd
Right of Way Engineer

FEB 22 1974
Office of
Assistant State Highway Engineer

Silver Point Slide

I have discussed the problem of right-of-way at the Silver Point Slide with both H. S. Coulter and T. W. Litchfield. I find that they are in the process of preparing a map showing the slide and its relationship to the properties involved.

It is their intention that we proceed with the necessary permits of entry on a preliminary basis, but generally all those properties from the crown scarp of this slide down to the ocean are intended for purchase. The evaluation of these slides will be on the basis discussed previously with you; that is, on a before-and-after condition with the necessary detail of when the house was built, etc. to be included. A determination of whether the before value or the after value is the true valuation for purchase will be determined through our legal staff.

Please proceed immediately with a cruise of the timber confined from the crown scarp to the ocean and as indicated laterally by the main visible scarps including a strip 100 feet in width outside the limits of the slide. We will cruise this with the intention that this area will be clear-cut.

I believe that this should give you enough information to proceed with your permits of entry and with your appraisal process.

JBB:CM
cc H. S. Coulter
C. O. Fredrickson
Walt Barrie

80~~24~~

REGION 2 ENGINEER
RECEIVED
FEB 20 1974
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☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

4-078

Salem, Oregon
February 21, 1974

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
REGION OPERATIONS ENGINEER

Jack L. Sollis
ASSISTANT ATTORNEY GENERAL &
ASSISTANT COUNCIL

Right-of-way Acquisition
Silver Point Slide Section
MP 32, Oregon Coast Hwy.
Clatsop County

NOTED
E. S. HUNTER

You will find attached the following letters from E. L. Everton to C. O. Fredrickson dated February 6, 1974; from W. R. Fretwell to C. O. Fredrickson dated February 7, 1974; from W. R. Fretwell to the files dated February 6, 1974; from F. W. Yarbrough to V. D. Wolfe dated Februay 8, 1974.

A review of this correspondence give you some background on what was involved in the Silver Point landslide at the above caption location.

#A562-13

You will find attached an aerial photograph showing the slide area and the houses below the highway which were damaged by the landslide.

I should like a legal opinion stating on what basis we should appraise the houses which are included in the slide area. It is our opinion that the entire slide area should be acquired by the Highway Division, since this will then allow us to take whatever corrective measures are necessary to arrest the slide and reconstruct the highway. We do not feel that these damaged houses should be purchased on the basis of "before the slide" values. Since the slide does not appear to be the fault of the State.

It is our opinion that the need for the entire property did not exist until after the slide had occurred, and therefore, the houses should be appraised on an "as is" basis.

We are in the process of preparing a map which will be used for appraisal and acquisition purposes. Your earlier consideration of this matter would be greatly appreciated.

RECEIVED
MAR 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

For your information temporary reconstruction of the highway has been completed and the highway was opened to traffic at 5:00 p.m. on February 19, 1974.

TWL/elk
Attachs.
cc: G. L. Green (FHWA)
H. S. Coulter ✓
E. S. Hunter
L. H. Young
J. B. Boyd
R. J. Henry
E. L. Everton
C. D. Anderson

Note: Additional photographs of the slide area are on file in the Region Office.

4-07

REGION 2 ENGINEER
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FEB 11 1974
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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE February 8, 1974

TO Victor D. Wolfe
Location Engineer

FROM F. W. Yarbrough
Soils & Geology Engineer FY

SUBJECT Slide near Silver Point
Oregon Coast Highway

This is in response to a question from Region 2 about the probable cause of the recent slide on the Coast Highway just south of Silver Point.

Slides of the type such as the recent one south of Silver Point are a natural phenomenon resulting from changes in the earth's surface which have been taking place over past millions of years.

A necessary requirement for sliding to occur is the sloping ground surface which has resulted from heaving up of the ground by mountain building forces and erosion by wave action and atmospheric processes on the surface. The natural force of gravity acting in the formation with a sloping surface causes shear forces within the formation which become the primary force which motivates the slide.

Another natural earth-changing process which causes stable slopes to become unstable is called weathering. This process results in softening of the earth formation to significant depth by wetting, drying, swelling, shrinking, heating, cooling, leaching, freezing, and other natural mechanical and chemical processes. As the formation weathers, its resistance to shearing forces is reduced. The shearing forces increase with depth so that when weathering progresses to sufficient depth, the shear force finally exceeds the reduced shear strength and a slide naturally occurs.

All of several square miles of earth formation surrounding and similar to that of the recent slide is shown to have been subjected to sliding in the past on the Engineering Geologic Map of Cannon Beach Quadrangle, published in 1972 by the Oregon Department of Geology and Mineral Industries. These formations are known to have the characteristics particularly subject to landsliding as weathering proceeds, and much of the landsliding is shown to have happened more than 100 years ago, long before any significant roadbuilding or logging was done in the area.

The circumstances commonly thought of as "causing" slides, such as heavy rainfall, earthwork construction, earthquakes, and the like, are in many cases only "triggering" mechanisms which, due to slight and sometimes temporary increases in shear stress, bring about a slide which was bound to occur anyway due to increased depth of weathering.

The clayey sandstone and siltstone formation at the recent slide are particularly subject to the weathering process. Also, drainage from the slide appeared to be significant during my (admittedly cursory) examination. It is possible that previous slow movement caused a temporary damming of this internal drainage within the slide, and this is the mechanism that "triggered" the larger and destructive movement.

Finally, when a cross-section is obtained and the depth of sliding is determined, it can probably be demonstrated that the excavation for highway construction caused only an infinitesimal increase in the force involved in the large slide which has occurred.

FWY:af

cc: C. O. Fredrickson ✓
W. R. Fretwell
E. L. Johnsen

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 7, 1974

FILE:

FROM: William R. Fretwell
REGIONAL GEOLOGIST
William R. Fretwell

SUBJECT:

TO: C. O. Fredrickson
REGIONAL ENGINEER

Relative to the Silver Point Slide, I feel that the Highway Division has no responsibility to the adjacent property owners for the conditions caused by the slide and certainly for the slide itself.

The area is an old slide mass and has been moving for years and this particular movement was triggered by a combination of two things; an extremely high amount of rainfall for the previous three months to saturate the mass, and a winter season of heavy storms and high tides to erode the toe. The slide would have occurred irregardless of the location of the Oregon coast highway in this area.

WRF/elk

4-07

REGION 2 ENGINEER
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FEB 7 1974
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ULE TA FILE

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
6 February 1974

To: C. O. Fredrickson
Regional Engineer
Region II

SUBJECT: Silver Point Slide
M.P. 32
Station 400-408
Oregon Coast Highway

As per your request, please find below a chronological account in regard to the subject slide.

Early in the winter, as it has in each of the previous winters, the pavement has broken and settled at approximately engineer station 400. During the week of 14 - 18 January this area started to move much more rapidly than it had previously and it was all we could do to keep up with the premixing. In addition to the area dropping at station 400, we also encountered the pavement buckling upward and in some areas tearing apart between station 400 and 408. This had never happened before so I requested that Bill Fretwell come and look at it. Bill met with Chet Anderson and Duane Miller on 21 January and went over the slide.

The movement continued to accelerate and when I looked at it on 23 January with the section foreman, it was obvious that we would not be able to take care of it with our premix. I advised the foreman to dig out our premix and to fill in the area with $\frac{3}{4}$- rock.

On 24 January the Astoria section crew and this district's extra gang crew removed the premix and filled in the area with $\frac{3}{4}$- topped with some $\frac{1}{4}$-. On 25 January they completed this operation and cut out the A.C. where it had pushed upward. On 26 & 27 January we were able to keep everything in a satisfactory condition by hand patching the small holes that appeared. This was also the case on the 28th. On the 29th the grader was moved back to the area and more rock was placed to smooth out the roadway. This same procedure was followed on the 30th. On the 31st the south end had pushed up to such a degree that we had to place additional rock to get over this hump.

On the 1st we still had to add more rock and blade the area. On Saturday, 2 February, we had to work the crew all day as the road had dropped approximately 14". By quitting time everything was in good shape and appeared to be staying that way.

At 1 a.m. on 3 February, I went with the section foreman to the slide as the night man had reported additional movement. With the night crew hauling $\frac{3}{4}$- and a blade operator, we were able to keep one-way traffic going for the rest of the night. At 8 a.m. the Astoria section crew and extra gang crew, supplemented with three trucks rented from Howard Johnson of Seaside, started hauling rock and with the dozer and blade kept the road open to one-way traffic. This operation continued until 8 p.m. At 8 p.m. we had a crew come on that was going to try to keep one-way traffic going. At this time the area was moving quite rapidly and it was doubtful that we were going to be able to keep the traffic going. At 9:30 p.m., 3 February, the movement had become so much that the highway closed to all traffic and a detour put into effect.

We had anticipated that this would probably happen so during the day the sign crew had taken adequate signs to the junction of the Oregon Coast Highway and Sunset Highway, the junction of the Necanicum Highway and the Sunset Highway, and the junction of the Necanicum Highway and the Oregon Coast Highway. At 9:30 p.m. these signs were put into place and flagmen stationed at the junction of the Oregon Coast Highway and Sunset Highway and the junction of the Oregon Coast Highway and Necanicum Highway to detour the traffic.

Prior to leaving the slide, the crew placed lights at each end of the slide and then barricaded the road with equipment and barricades so that no one would be able to get into the slide area.

Since that time we have not done any work in the slide area itself other than to have watchmen and keep the lights going and the barricades in place.

With the Coast Highway traffic being detoured over the Necanicum Highway No. 53, it was evident that some work would have to be done so that it could adequately and safely take care of the increased traffic On 4 February the section crew and extra gang crew were put to work on this highway taking care of those places that were in the most need. On 5 February the Astoria section crew and extra gang crew were suplemented with five men from Salem and Corvalis to get the Necanicum into a safe condition. Permanent signing for the detour was also ordered and the flagmen were left in place until the permanent signing was placed.

On 6 February the signs were received and placed. The flagmen will be removed after all signing is in place. However, one man will be left at each end of the slide to maintain the lights and barricades.

The work that is being performed by the section crew, extra gang crew, and crew from Salem on the Necanicum is only the absolute minimum to put the road into a safe condition. This work includes the placement of sight posts, the placement of pipes and pit rock and shoulder rock where there are absolutely no shoulders at the present. This is definitely needed as we only have 18' of paved surface and unless these area are taken care of we will not have the minimum safety needed to carry the additional traffic that is now being detoured over this highway. These crews will continue on this activity until this highway is to a minimum standard to safely carry the traffic.

We will continue to adequately watch and barricade the slide area. As soon as the slide has stablized somewhat and the movement of the slide has ceased and a decision made on to how we will procede, every possible effort will be made to open the highway as rapidly as possible.

From the very beginning communications were established and cooperation has been received from the local news media, local police agencies, and the utility companies involved. The Astoria emergency services have advised us that they have made contact with the property owners in the path of the slide and they were notified of what was happening. Everything appears to be going just as well as it could under the present conditions.

Eldon L. Everton

Eldon L. Everton
DISTRICT ENGINEER

ELE:bh

FORM 8L-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 6, 1974

FILE:

FROM: William Fretwell
REGION GEOLOGIST
W Fretwell

SUBJECT:

TO: Memo to the Files

On Tuesday, February 5, accompanied by Fred Yarbrough and Ed Johnson, I investigated the slide at Silver Point. The earth movement, that occurred during the past weekend, is extremely massive encompassing an area of approximately 100' laterally and 1500'± from the toe to the back break. The depth of the moving material is at the present unknown. It was our concerted opinion that no effort to restore the section or any concerted exploration should be started until the movement either stopped or appreciably slowed down. If it becomes absolutely necessary to restore traffic through the section a temporary fill could be super-imposed on the mass and along the original line without any additional harm to the slide; the feeding here being that the overall mass is so large that what added material is used for a fill would be of very little consequence. If, however, a fill is proposed, I would not suggest ramping into it from the north side because of our completed slide corrective work on that side. I feel we could cause considerable damage to the old slide project. During the afternoon I had a chance to talk with John Dooley, Clatsop County, Roadmaster. John told me that the rainfall for the period October 1, 1973 to January 1, 1974 was 60"+ in this particular area. With that amount of rainfall plus the high tides and storm action of the waves at the toe of the slide such a slide was almost eminent. Exploration work will follow as requested.

WRF/elk

8024 Silver Point Slide Sec. 1974
Oregon Coast Highway
CONSULTANT'S REPORT

S-142

LRS L. R. SQUIER, INC. CONSULTING ENGINEERS
SOIL MECHANICS • FOUNDATION ENGINEERING

15964 BOONES FERRY ROAD
LAKE GROVE (PORTLAND), OREGON 97034
TEL. (503) 635-3244

June 4, 1974

Oregon State Highway Department
Department of Transportation
East Salem Highway Building
2960 East State Street
Salem, Oregon 97310

Attention: Mr. C.O. Fredrickson
Regional Engineer

Re: Silver Point Landslide, Oregon Coast Highway (U.S. 101), near Cannon Beach, Oregon

Dear Mr. Fredrickson:

This letter expresses our opinion concerning the cause(s) of the Silver Point landslide that occurred this past winter (1973-1974). The landslide displaced the Oregon Coast Highway (U.S. 101) in some portions as much as 80 feet and dropped it vertically as much as 35 feet. The Vicinity Map, Figure 1, shows that the Silver Point landslide is located about 3 miles south of Cannon Beach, on the west slope of Double Peak.

Historical - Prior Earth Movements

In a portion of the area that eventually was involved in the Silver Point landslide, it is understood that roadway maintenance was required over the years at the location of a diagonal crack. Usually the maintenance consisted of resurfacing in order to raise the pavement just south of the crack back up to grade. Normally, movements at the crack developed over a wet, winter season. It is of interest that some seven (7) years later, i.e., 1974, this same crack became part of the north boundary of the Silver Point landslide.

Based upon our discussions, it is understood that no other evidence of pavement cracking was visible in the roadway pavement, closeby, until the wet, winter season, 1972-1973. During the winter of 1972-1973 a minor crack became evident in the pavement about 280 feet south of the diagonal crack. The crack extended, in general, in a east-west direction across the full width of the highway pavement.

A study of stereo pairs obtained from a 1967 fly-over revealed a segment of an old slide scarp upslope of the diagonal crack in the highway. A study of aerial photographs taken of the Silver Point landslide (1974) revealed that the old scarp became a segment of the active scarp line of the Silver Point landslide.

Historical - Maintenance

The State Highway Department, in addition to periodic resurfacing in the area of the diagonal crack, accomplished other maintenance in the portion of the highway that eventually became part of the Silver Point landslide. The other maintenance consisted primarily of the improvement of drainage. In part, drainage was improved by the installation of a trench subdrain in the summer, 1970. The trench subdrain, some 10 feet deep, was installed along the uphill ditch line from about the diagonal crack to about the location of the minor crack that appeared later in 1972-1973. Water collected by the subdrain was carried underneath the highway through cross culverts and then to natural drainage courses on the north.

Further drainage was effected by the installation of horizontal drains during the summer, 1973. The horizontal drains were placed downslope of the area of the diagonal crack. Reportedly, they tapped some groundwater.

Historical - The Silver Point Landslide

Evidence of increased earth movements in the area became evident in December, 1973. Downward displacement of the pavement just south of the diagonal crack occurred. To the south of the minor crack (1972-1973) the pavement began to heave. By January it was evident that movements were unusual, both with respect to rate and magnitude.

Some slowing of the earth movements apparently occurred during January, because, reportedly, the road was relatively stable during the week of January 20th. By Saturday, February 2nd, however, conditions worsened. A 14 inch displacement was evident at the diagonal crack, requiring the placement of 3/4 minus material to ramp over, and movements continued to accelerate. Sounds of tree roots cracking were evident during Sunday afternoon, February 3rd, and a major scarp uphill of the roadway was observed during a reconnaissance. By Sunday evening downward displacements of the roadway on the north, i.e., in the area of the diagonal crack, and upheaval of the roadway on the south, caused the roadway to be closed to traffic. During the early morning hours, Monday, February 4th, nearby residents heard a rumble and felt ground shaking, similar to that of an earthquake. Inspection in the morning revealed that the highway had moved oceanward about 80 feet. On the north, the roadway had dropped about 35 feet.

The landslide, at the toe, is composed of two coalescing tongues of ground. Moreover, both tongues have moved out onto the beach. The width of the landslide across the toe is in the order of 900 feet. The maximum length of the landslide, measured from the upper scarp to the toe, is in the order of 1200 feet.

Probable Cause

The marginal stability of the ground that comprises most of the north Oregon coastal region, including the area of the Silver Point landslide, has been described in the literature (North and Byrne, 1965). The landslides in Ecola State Park, about 5 miles to the north, which involve geologic units similar to those of the Silver Point landslide, emphasize the hazards of landslide activity in the northern coastal region (Schlicker, et al, 1961). Recently, the engineering hazards map of the Cannon Beach Quadrangle, presented in Bulletin 74 (Schlicker, et al, 1972) showed that the Silver Point landslide occurred in a historically active landslide area.

More direct evidence that the ground that eventually became engulfed in the Silver Point landslide was of marginal stability beforehand comes from discussions with residents, the occurrence of ground cracking over the years, and the identification of old landslide scarps from aerial photographs.

Given the evidence that the ground was of marginal stability for many years, the cause of the Silver Point landslide, that which set the ground in motion, could be an event or series of events historically different from years past. On the other hand, the cause could be a result of progressive deterioration or weakening of the ground over the years until such time that the forces causing movement exceed those resisting, and accelerated ground movements occur. Or, possibly, the cause may be a combination of the two.

In this regard, it is our present opinion that the primary cause of the Silver Point landslide is the abnormal rates of precipitation in the months preceeding the landslide with a supplemental cause, probable progressive deterioration or weakening of the ground with time.

Rainfall data, obtained at the weather station in Seaside, in the years 1967 to 1974, are shown graphically in Figure 2. Plotted in the figure are two bar graphs. The bar graph at the top of the figure shows the departure from normal, either above or below, of the total monthly rainfall. At the bottom, the bar graph shows monthly rates of rainfall vs. time (years). Of interest, the upper bar graph shows that the 13 month period prior to the landslide was unusually dry, i.e., in 9 of the 13 months rainfall was below normal. The unusually dry period was followed by well above normal rainfall in November, 1973, followed by higher than normal rainfall in the months of December and January and beyond. We are aware of one other case history wherein a dry spell preceeding a heavy rain proved to be catastrophic (Peck, R.B., 1967). The exact reasons are not known, but it can be hypothesized that the dryness, combined possibly with a continuation of creep-like movements in the marginally stable ground, increases the number and depth of the ground cracks. Unusually high rates of rainfall that may follow the dry spell fill the cracks with water and hydrostatic pressures are exerted that lower the factor of safety well below 1 and trigger accelerated movements.

Based upon consideration of the historical records of prior ground cracking and other evidence of marginal ground stability, as well as, the abnormal rates of rainfall in the months preceeding the catastrophic movements on Sunday, February 3, 1974, it is our considered opinion that neither the construction nor maintenance of this portion of the Oregon Coast Highway in any manner contributed to or caused the landslide. To the contrary, maintenance was accomplished in a prudent manner in the form of drainage ditches, the installation of subdrains and similar, in order to minimize the risk of landslides. In this regard, our studies do not reveal other parties in any way contributed to the landslide either.

Our conclusion is that the landslide was a natural event triggered by a combination of abnormal rates of precipation and ground already in a marginal state of equilibrium.

References

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Peck, R.B., "Stability of Natural Slopes", Journal, Soil Mechanics and Foundation Engineering, ASCE, Vol. 93, SM4, July, 1967.

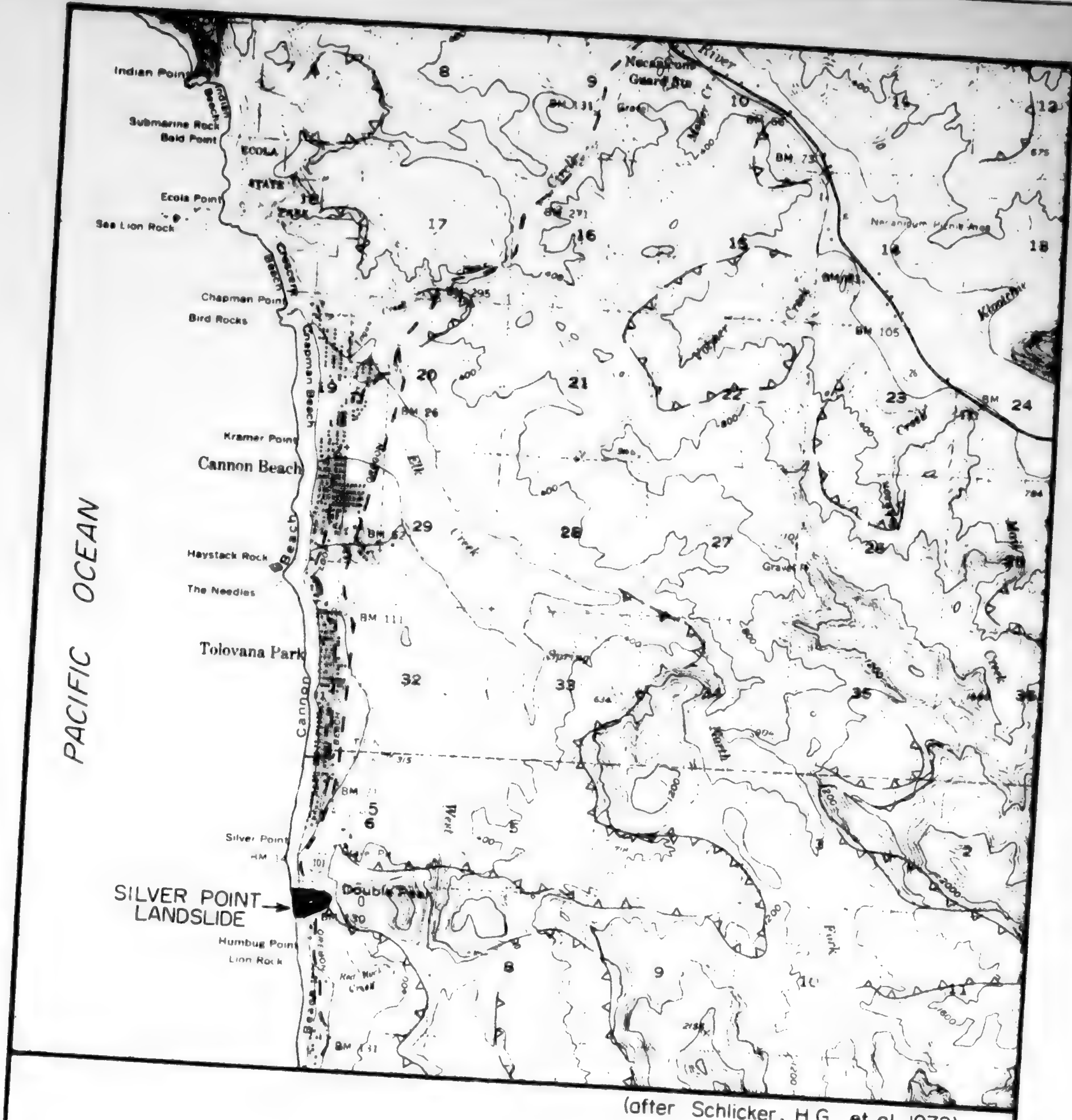
Schlicker, H.G., R.E. Corcoran, and R.G. Bowen, "Geology of the Ecola State Park Landslide Area, Oregon", Ore Bin, Vol. 23, No. 9, September, 1961.

Schlicker, H.G., R.J. Deacon, J.D. Beaulieu and G.W. Olcott, "Environmental Geology of the Coastal Region of Tillamook and Clatsop Counties, Oregon", Bulletin 74, Department of Geology and Mineral Industries, Oregon, July, 1972.

REGISTERED PROFESSIONAL
ENGINEER
6029
OREGON
SEPT 8, 1967
L. RADLEY SQUIER

L. Radley Squier

L. Radley Squier, P.E.


Indian Point
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Submarine Rock
Bald Point
ECOLA STATE PARK
Ecola Point
Sea Lion Rock
Crescent Beach
Chapman Point
Bird Rocks
Chapman Beach
Kramer Point
Cannon Beach
PACIFIC OCEAN
Haystack Rock
The Needles
Tolovana Park
Cannon Beach
Silver Point
SILVER POINT LANDSLIDE
Humbug Point
Lion Rock
Double Peak
Necanicum Guard Sta
River
Necanicum Picnic Area
Klootchie
Elk Creek
Spring
North Fork
West Fork
Red Rock Creek
Gravel Pit
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BM 73
BM 105
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(after Schlicker, H G., et al, 1972)

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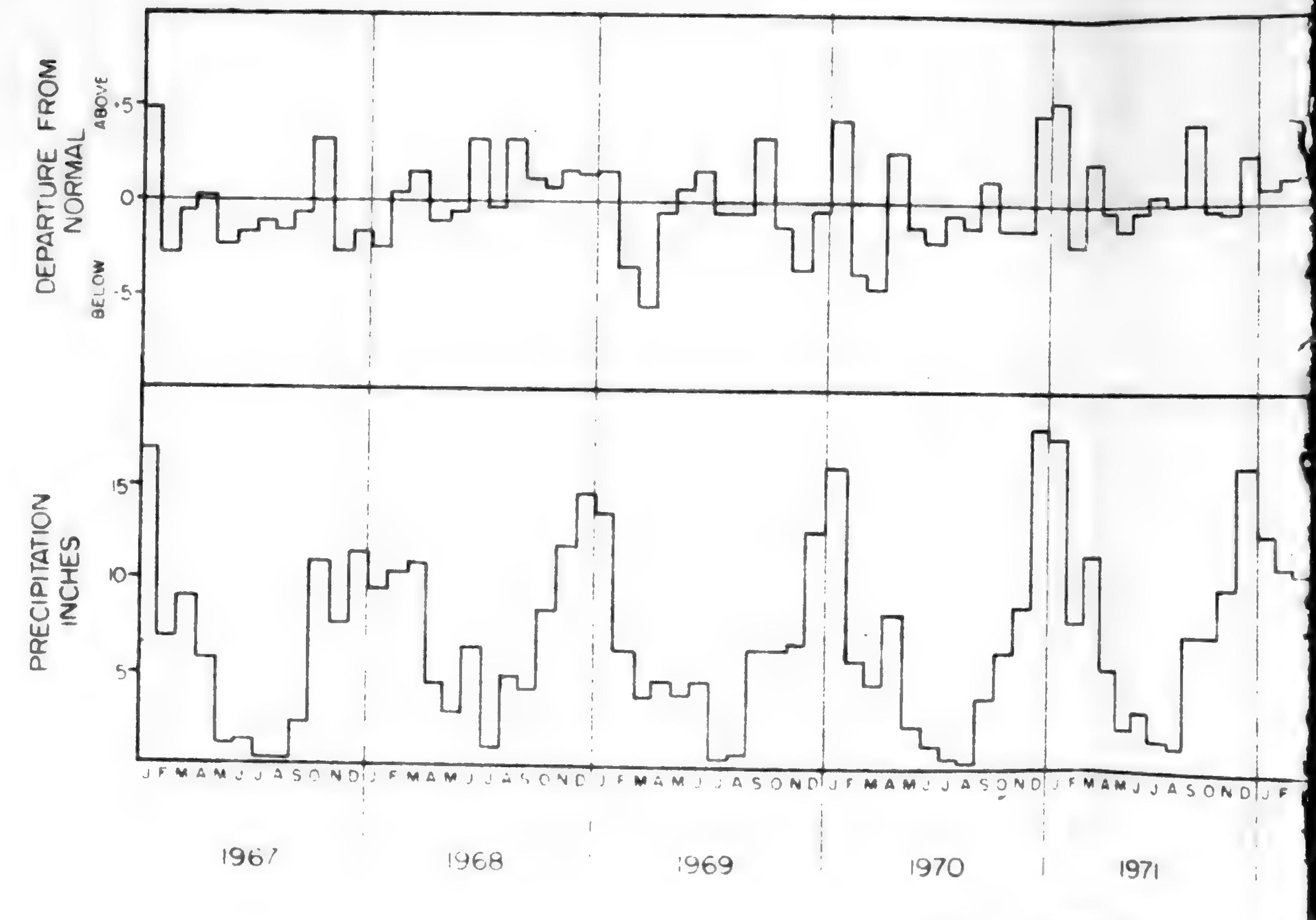
SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M.P. 32
CLATSOP COUNTY, OREGON

VICINITY MAP

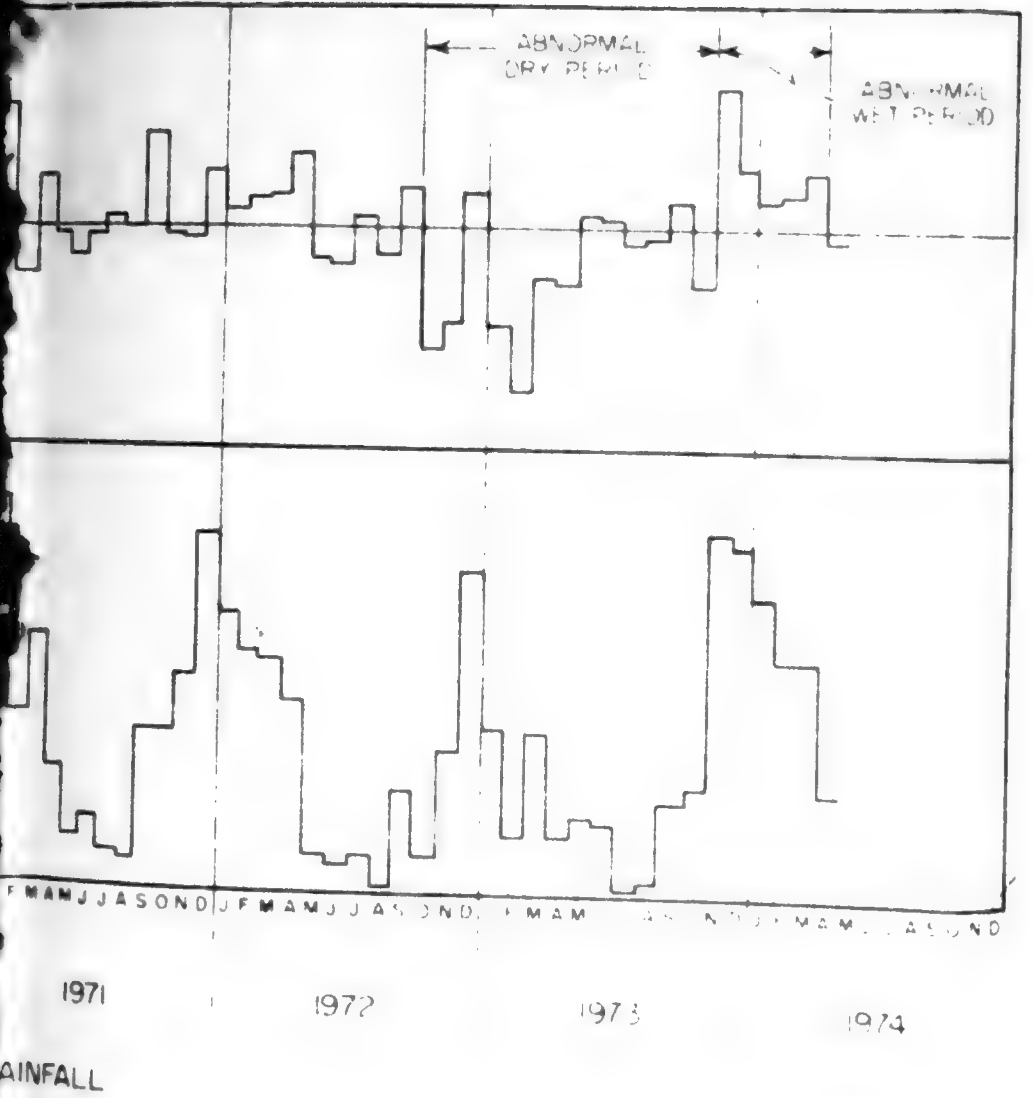
MAY, 1974 S-142
L.R. SQUIER INC., CONSULTING ENGINEERS
SOIL MECHANICS & FOUNDATION ENGINEERING

FIG. I



MONTHLY RAINFALL

NOTE:
Rainfall data was recorded at the weather station in Seaside, Oregon, 10 miles north of the slide



SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M.P. 32
CLATSOP COUNTY, OREGON

MONTHLY RAINFALL DATA (1967-1974)

MAY, 1974 S 142

[illegible] ENGINEERS
[illegible]

FIG 2

SUBSURFACE INVESTIGATION
SILVER POINT LANDSLIDE
OREGON COAST HIGHWAY 9
MP32
CLATSOP COUNTY, OREGON

JUNE 4, 1974

L.R. Squier, Inc., Consulting Engineers
Soil Mechanics and Foundation Engineering
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SUBSURFACE INVESTIGATION
SILVER POINT LANDSLIDE
OREGON COAST HIGHWAY 9
MP32
CLATSOP COUNTY, OREGON

A. INTRODUCTION

On Sunday night, February 3, 1974 the Silver Point landslide moved rapidly westward towards the ocean, causing the Oregon Coast Highway (U.S. 101), which crosses the landslide at about the mid point of the slide, to be closed to traffic. By the following day, February 4th, the landslide had displaced the highway, in some portions, as much as 80 feet and dropped it vertically as much as 35 feet.

The Vicinity Map, Figure 1, shows that the landslide is located just south of Cannon Beach. Other points of reference include Silver Point, just to the north, and Double Peak on the east, refer, Vicinity Map, Figure 1.

A subsurface investigation of the landslide was begun by the Oregon State Highway Department on or about February 15, 1974, which included borings, the installation of slope indicators, seismic refraction surveys, and the placement of survey hubs. In early March, 1974 our firm was retained to assist the staff of the Highway Department in an evaluation of the data obtained from the field exploratory phase of work. Moreover, if considered necessary, we were to recommend any additional work that should be accomplished so that an engineering study could be made that would lead to the preparation of conclusions and recommendations with respect to 1) reconstruction of the highway across the landslide and 2) method(s) of stabilization of the landslide.

This report presents the results of the subsurface investigation that was made of the Silver Point landslide. The report includes a discussion of the field and laboratory work that was accomplished. Included also, are the results of the various engineering studies that were made, with the results presented primarily in the form of conclusions and recommendations for both 1) reconstruction of the highway and 2) stabilization of the landslide.

B. BACKGROUND INFORMATION

Historical - Prior Earth Movements

An aerial mosaic of a portion of the area that eventually was involved in the Silver Point landslide is presented in Figure 2. The mosaic was prepared from photographs taken in 1967. Shown on the aerial mosaic is a diagonal crack across the south bound lane of the highway. It is understood that roadway maintenance was required over the years at the crack location. Usually the maintenance consisted of resurfacing in order to raise the pavement just south of the crack back up to grade. Normally, movements at the crack developed over a wet, winter rainy season. It is of interest that some seven (7) years later, i.e., 1974, this same crack became part of the north boundary of the Silver Point landslide.

Based upon our discussions, it is understood that no other evidence of pavement cracking was visible in the roadway pavement, closeby, until the wet, winter season, 1972-1973. During the winter (1972-1973) a minor crack became evident in the pavement about 280 feet south of the diagonal crack. The approximate extent and orientation of the newer crack is shown on Figure 2.

A study of stereo pairs obtained from the 1967 fly-over reveals a segment of an old slide scarp upslope of the diagonal crack in the highway.

The location and approximate extent of the old slide scarp is shown in Figure 2. A study of aerial photographs taken of the Silver Point landslide (1974) revealed that the old scarp became a segment of the active scarp line of the Silver Point landslide.

Historical - Maintenance

The State Highway Department, in addition to periodic resurfacing in the area of the diagonal crack, accomplished other maintenance in the portion of the highway that eventually became part of the Silver Point landslide. The other maintenance consisted primarily of the improvement of drainage. In part, drainage was improved by the installation of a trench subdrain in the summer, 1970. The trench subdrain, some 10 feet deep, was installed along the uphill ditch line from about the diagonal crack to about the location of the minor crack that appeared later in 1972-1973, refer, Figure 2. Water collected by the subdrain was carried underneath the highway through cross culverts and then to natural drainage courses on the north.

Further drainage was effected by the installation of horizontal drains during the summer, 1973. The horizontal drains were placed downslope of the area of the diagonal crack, refer, Figure 2. Reportedly, they tapped some groundwater.

Historical - The Silver Point Landslide

Evidence of increased earth movements in the area became evident in December, 1973. Downward displacement of the pavement just south of the diagonal crack occurred. To the south of the minor crack (1972-1973) the pavement began to heave. By January it was evident that movements were unusual, both with respect to rate and magnitude.

Some slowing of the earth movements apparently occurred during January, because, reportedly, the road was relatively stable during the week of January 20th. By Saturday, February 2nd, however, conditions worsened. A 14 inch displacement was evident at the diagonal crack, requiring the placement of 3/4 minus material to ramp over, and movements continued to accelerate. Sounds of tree roots cracking were evident during Sunday afternoon, February 3rd, and a major scarp uphill of the roadway was observed during a reconnaissance. By Sunday evening downward displacements of the roadway on the north, i.e., in the area of the diagonal crack, and upheaval of the roadway on the south caused the roadway to be closed to traffic. During the early morning hours, Monday, February 4th, nearby residents heard a rumble and felt ground shaking, similar to that of an earthquake. Inspection in the morning revealed that the highway had moved oceanward about 80 feet. On the north, the roadway had dropped about 35 feet.

Figure 3, shows a oblique aerial photograph of the Silver Point landslide, taken February 5, 1974. The photograph shows that the landslide, at the toe, is composed of two coalescing tongues of ground. Moreover, both tongues have moved out onto the beach. The width of the landslide across the toe is in the order of 900 feet.

The scarp at the location of the diagonal crack in the roadway is visible in Figure 3. The height of the scarp is in the order of 35 feet. Ponded water is evident at the base of the scarp. The upheaval that occurred in the roadway to the south can be visualized by a study of the crack patterns in the photograph.

Further uphill, the major scarp observed in the afternoon, Sunday, February 3, 1974 is visible. Another scarp of lesser extent developed uphill of the major scarp, most likely during the early morning hours of Monday, February 4th. The maximum length of the landslide, measured from the lesser scarp, i.e., upper scarp, to the toe, is in the order of 1200 feet.

C. SITE DESCRIPTION

Topography

The Silver Point landslide is located on the west slope of Double Peak, about 3 miles south of Cannon Beach. In the immediate area of Silver Point the slopes are steep, varying from about 25 percent to 50 percent. From the sea cliffs along the coast inland to the sedimentary - volcanic rock contact at Double Peak the topography is primarily of landslide origin.

Geology

Astoria Formation (Middle Miocene) The oldest rock unit and the major unit involved in the landslide is the Astoria Formation, refer, Geology Map, Figure 4. The formation consists of thin bedded to massive, medium to dark gray, tuffaceous siltstone with lesser amounts of sandstone and claystone. The siltstone is generally close-jointed. Nodular horizons, layers of carbonaceous debris and thin beds of tuff (volcanic ash) are common, although they form only a small proportion of the unit. The siltstone weathers to form relatively thick residual clayey soils and on the weathered outcrop the rock is generally buff-colored (Schlicker, H.G., et al, 1972). Approximately six miles south of the slide area at Angora Peak the Astoria Formation is known to be more than 1000 feet thick.

Basalt Intrusives and Volcanics (Middle to Late Miocene) Radiometric age dating indicates that the igneous rocks in the vicinity are only slightly younger than the Astoria Formation, which they intrude or overlie. The age of one basalt sample from a dike at Ecola State Park, to the north, was 15.9 ± 0.4 million years.

Double Peak, the steep mountain directly east of the Silver Point landslide, is composed of basalt flows and breccias. There are numerous basaltic dikes and sills in the immediate area with one dike exposed in the road cut just south of the slide area. This dike forms the adjacent headland and trends N. 10° E. toward the head of the landslide.

Structure

The overall structure of the Coast Range is one of general anticlinal warping. As the anticlinal structure plunges in a northerly direction the regional dip is likely northward. Locally, in the Silver Point area, faulting and the upward distortion of the sedimentary rocks by volcanic intrusives give variable dips up to 60°. A component of dip at the Silver Point landslide is westerly toward the ocean.

A normal fault, downthrown to the north, with a displacement of one foot, parallels the northside of the slide area. The strike of the fault trace is N. 80° E.

D. DISCUSSION OF THE LANDSLIDE

Probable Cause

The marginal stability of the ground that comprises most of the north Oregon coastal region, including the area of the Silver Point landslide, has been described in the literature (North, W.B. and J.V. Byrne, 1965). The landslides in Ecola State Park, about 5 miles to the north, which involve geologic units similar to those of the Silver Point landslide, emphasize the hazards of landslide activity in the northern coastal region. (Schlicker, H.G., et at, 1961.) Recently, the engineering hazards map of the Cannon Beach Quadrangle, presented in Bulletin 74 (Schlicker, H.G., et al, 1972) showed that the Silver Point landslide occurred in a historically active landslide area.

More direct evidence that the ground that eventually became engulfed in the Silver Point landslide was of marginal stability beforehand comes from discussions with residents, the occurrence of ground cracking over the years, and the identification of old landslide scarps from aerial photographs. Much of the direct evidence has been discussed in an earlier section entitled "Historical - Prior Earth Movements".

Given the evidence that the ground was of marginal stability for many years, the cause of the Silver Point landslide, that which set the ground in motion, could be an event or series of events historically different from years past. On the other hand, the cause could be a result of progressive deterioration or weakening of the ground over the years until such time that the forces causing movement exceed those resisting, and accelerated ground movements occur. Or, possibly, the cause may be a combination of the two.

In this regard, it is our present opinion that the primary cause of the Silver Point landslide is the abnormal rates of precipitation in the months preceeding the landslide with a supplemental cause, probable progressive deterioration or weakening of the ground with time.

Rainfall data, obtained at the weather station in Seaside, in the years 1967 to 1974, are shown graphically in Figure 5. Plotted in the figure are two bar graphs. The bar graph at the top of the figure shows the departure from normal, either above or below, of the total monthly rainfall. At the bottom, the bar graph shows monthly rates of rainfall vs. time (years). Of interest, the upper bar graph shows that the 13 month period prior to the landslide was unusually dry, i.e., in 9 of the 13 months rainfall was below normal. The unusually dry period was followed by well above normal rainfall in November, 1973, followed by higher than normal rainfall in the months of December and January and beyond. We are aware of one other case history wherein a dry spell preceeding a heavy rain proved to be catastrophic (Peck, R.B., 1967). The exact reasons are not known, but it can be hypothesized that the dryness, combined possibly with a continuation of creep-like movements in the marginally stable ground, increases the number and depth of the ground cracks. Unusually high rates of rainfall that may follow the dry spell fill the cracks with water and hydrostatic pressures are exerted that lower the factor of safety well below 1 and trigger accelerated movements.

Hypothesis of Movement

It is a considered opinion, in part confirmed by engineering studies, that the north portion of the landslide moved first, with the initial movements translational and involving a mass of ground, extending from about the uphill ditchline of the highway down to the beach, refer, Figure 6. In a north-south direction, the diagonal crack formed the northern boundary of the movements. The change from downward to upward movement of the pavement, to the south, formed the south boundary, refer, Figure 6.

The initial movements of the north portion removed lateral support to uphill segments of the hillside, causing an increase in shearing stresses. The increased shearing stresses elsewhere exceeded the available shearing strength and soon a much larger mass of ground was involved in movement, extending uphill to the main scarp, first observed on February 3, 1974. Most likely the accelerated movements in the early morning hours of February 4th were a result of a block of ground dropping downward behind the main scarp, thereby forming the upper scarp, refer, Figure 6.

Of particular interest with regard to a study of possible measures of stabilization is the observation that the south portion of the landslide is outcropping well upslope of the toe of the landslide, i.e., at the beach. The outcropping most likely is a result of passive failure of the relatively thin soil overburden in this area. The approximate area where the landslide is outcropping and, in essence, forming another toe, is shown in Figure 6.

It is considered probable that the outcropping of the landslide caused an over-riding and, hence, overloading of the remainder of the slope, which extends to the beach. The overloading triggered movements of the slope towards the beach. This explanation of the cause of the movements in the lower reaches of the south portion of the landslide explains, in part, why the movements of the south portion of the landslide, near the toe, were considerably less than those on the north, i.e., 40 feet vs. 85 feet, refer, Figure 6.

E. DISCUSSION OF SUBSURFACE CONDITIONS

General

Borings, the installation of slope indicators and various seismic refraction surveys were accomplished in order to determine the nature of the subsurface conditions and materials comprising the landslide. The borings, designated 74-1 through 74-13, were made at the locations shown in the Site Plan, Figure 7. The letter symbol, "S", shown alongside some of the boring locations, indicates that a slope indicator was installed in the boring upon the completion of drilling. The logs of the borings are presented in Figures 1A through 12A (Appendix A). Appendix A also presents a detailed discussion of the manner of drilling the borings and the procedures used to obtain the various types of soil/rock samples.

Seismic refraction surveys, SL-1 through SL-9, were made at the locations shown in the Site Plan, Figure 7. A discussion of the seismic surveys is presented in Appendix A.

Appendix B presents a discussion of the laboratory tests that were conducted in order to determine the important physical properties of the subsoils, necessary for engineering analyses. The results of some of the laboratory tests, particularly the direct shear test, are also presented in Appendix B.

Geologic Cross Sections A-A' through C-C' are presented in Figures 8 through 10. The location and orientation of the Geologic Cross Sections are shown on the Site Plan, Figure 7. As shown in Figure 7, Geologic Cross Sections A-A' and B-B' trend in an east-west direction and Geologic Cross Section C-C' trends in a north-south direction.

Geologic Cross Sections A-A' and B-B' show the approximate configuration of the ground surface before and after the landslide with the configuration of the ground surface before the landslide obtained from the 1967 aerial survey. Also shown on Geologic Cross Sections A-A' and B-B' is the geometry of the landslide inferred from geologic evidence as well as revealed by measurements in the slope indicators. Symbols at the locations of the borings indicate whether the basal zone of failure has been inferred from geologic evidence or has been revealed by instrumentation. The outcropping of the landslide in the south portion, apparently because of the shallow overburden, is also shown in Cross Section B-B', refer, Figure 9.

The Geologic Cross Sections show a relatively thick residual soil profile overlying weathered bedrock. The residual soils, caused by deep weathering of the Astoria Formation, consist of tan clayey silts, underlain by gray clayey silts and silty clays. Changes are gradational. At depth the gray clays grade to partly weathered to weathered siltstone/sandstone bedrock. The subsections that follow describe the subsurface conditions and materials within the landslide area in greater detail.

Soils

Tan to Buff Clayey SILT The tan to buff clayey silts represent the most highly weathered member of the Astoria Formation that was encountered within the landslide. The tan clayey silt is scant to non-existant in the south and southwest portions of the landslide: it increases in thickness to about 23 feet in the north and northeasterly sections, refer, Geologic Cross Sections A-A' and B-B', Figures 8 and 9.

The tan silts contain varying amounts of weathered basalt fragments scattered throughout. The basalt most likely has been carried downslope from the upper reaches of the slope, i.e., Double Peak, within the tan clayey silt, by soil creep or mass wastage, i.e., surficial landslide activity.

Typically, the consistency of the tan clayey silts varies in the range from soft to stiff. In this regard the standard penetration resistances in the tan silts range from 3 to 13 blows per foot and average 7 blows per foot. There appears to be a general increase in stiffness with depth.

Inspection of the face of the main slide scarp revealed that, locally, water was flowing from a random pattern of small tubes or root holes in the tan silts. At one location, near the center of the main scarp, water was emerging at the contact between the tan silt and underlying gray silts and clays. Typically, there was a heavy deposit of reddish brown oxide stain coating the surface of the soil and aggregate in these areas of seepage.

Gray Clayey SILT and Silty CLAY The gray clayey silt and silty clay disclosed within the landslide mass is present in essentially two layers or zones that vary in consistency, i.e., degree of softness as well as structure. The upper most layer of gray clayey silt and silty clay is soft to stiff and shows considerable evidence of old landslide activity, i.e., logs at depth slickensides, and a generally reworked and remolded condition, refer, Geologic Cross Sections A-A' through C-C'. It is of interest to note that in the vicinity of borings 74-12 and 74-13, refer, Geologic Cross Section C-C', Figure 10, the very stiff silts and clays are non-existant and the relatively softer zone extends full depth to the underlying bedrock.

The standard penetration resistances of the soft to stiff gray clays and silts vary from 3 to 13 blows per foot and average about 8 blows per foot. The undrained shear strengths, which were determined from unconfined compression tests and Torvane tests, range from 0.25 to 1.1 tons per sq. ft., which also places the soils tested in the soft to stiff range (the value of 1.1 tons per sq. ft. being slightly into the very stiff range). The average value of undrained shear strength is about 0.7 tons per sq. ft.

The upper zone of soft to stiff gray silt and clay grades into a lower and much stiffer zone or layer. The standard penetration resistances in the lower layer of gray clayey silt and silty clay range from 16 to 34 blows per foot. The average value is 24 blows per foot. The undrained shear strengths, i.e., determined from unconfined compression tests and Torvane tests, range from 1.1 to 1.3 tons per sq. ft. The average undrained shear strength is about 1.3 tons per sq. ft.

The lower stiffer gray clays and silts are in essence, transitional with respect to partly weathered bedrock. As such, relict structure is more apparent, consisting of fissures, joints, and similar. However, some show evidence of remolding and a past history of shearing, i.e., slickensided surfaces are also apparent. On the other hand, in contrast to the upper softer zone, no evidence was observed of buried logs and similar, which suggest creep-like movements and/or mantle slides essentially have been confined over the years to the tan clayey silt and/or underlying soft to stiff gray clay and silt zones.

The Atterberg limit test data are summarized on the Plasticity Chart, Figure 11. The plot shows that, for the most part, the gray clays and silts are classified CH, i.e., highly plastic clays in accordance with the Unified Classification System, although some samples, because they are grouped around the A-line, may be assigned the group symbol MH, i.e., inorganic clayey silts.

Gray SILTSTONE and SANDSTONE The weathered soft (cut with a knife) brownish gray siltstone, observed in the various borings, is randomly bedded and layered with thin beds of tan to buff siltstone and mudstone and thin to thick layers of grayish white tuffaceous sandstone. There is also some cross bedding, particularly in the sandstone.

The dips in the bedding measured on the core were typically in the range of 5 to 20 degrees with somewhat higher values associated with the cross bedded sandstone layers. There is considerable evidence of slickensided shear joints across the bedding planes.

Unconfined compression tests were performed on samples of the core that were recovered from the program of exploration. These tests indicate that the intact weathered siltstone is very competent material, at least when sheared across the bedding planes. The undrained shear strengths range from 3.4 to greater than 7.6 tons per sq. ft.

Groundwater

The slope indicator casings, since they are perforated to some extent and backfilled with sand, serve as observation wells for the measurement of groundwater levels. The level of groundwater measured in the various slope indicator casings on May 15, 1974 is plotted on the Geologic Cross Sections A-A' through C-C', refer, Figures 8 through 10. Also, the groundwater levels measured on May 15, 1974 are tabulated below:

Boring	Elevation of Groundwater, Ft.	Remarks
74-1	44	Initial
74-2	70	Phase I
74-3	93	Borings
74-4	53	
74-5	58	
74-6	65	
74-9	126	
74-10	95	
74-11	98	
74-12	82	

Of interest, a study of the plotted groundwater levels reveals that artesian groundwater conditions exist in boring 74-12 and that, in boring 74-11, the goundwater level is at the ground surface, refer, Geologic Cross Section C-C', Figure 10. Both of these borings were made at the location of the proposed buttress, on the north. Furthermore, the groundwater levels in borings 74-1 and 74-2, located upslope of boring 74-11 and 74-12, have been rising steadily since the initial readings were taken towards the end of February, 1974. The tabulation that follows shows the trend of rising water levels in these two borings.

Boring	Date	Elevation of Groundwater, Ft.
74-1	2/22/74	2
	2/25/74	4
	3/14/74	11
	4/18/74	31
	5/15/74	44
74-2	2/17/74	45
	2/25/74	49

Boring	Date	Elevation of Groundwater, Ft.
74-2	3/14/74	52
	4/18/74	59
	5/15/74	70

It is understood that the bottom 30 feet of the slope indicator casing in boring 74-1 was concreted. In addition, the walls of both borings 74-1 and 74-2 may have been smeared with soft clay during the process of drilling. Consequently, the response time for the two observation wells, 74-1 and 74-2, may be particularly slow. It appears that the established trend, however, is for increasingly higher levels with time, which should be monitored for evaluation in the future.

Elsewhere, in borings 74-3 through 74-6, which were drilled in the initial exploration phase planned by the State Highway Department, water levels have risen only slightly or not at all, from the initial water levels measured in late February and early March, 1974.

F. CONCLUSIONS AND RECOMMENDATIONS

Various methods of control and/or correction of the Silver Point landslide have been considered in the period March and April, 1974. Based upon our studies, to the present, it appears that two basic alternatives for corrective work exist. These are briefly described as follows:

> Alternative I: Regrade the landslide upslope of the present highway detour and construct ditches to control surface water.
>
> Reconstruct the highway with minimum earthwork. Studies indicate that the removal of ground at the location of the present highway detour most likely would adversely affect the existing marginal stability of the landslide.

Accept roadway maintenance as a result of a continuation of movements of the slide and the risk of rapid and large displacements if new landslide scarp(s) develop upslope of the present upper scarp line (April, 1974).

Alternative II: Construct a buttress.

Restore the original highway alignment with $1\frac{1}{2}$H:1V cut slopes and a fall-out zone 10 feet in width.

It is a considered opinion that unloading the head of the slide as a measure of correction, would tend to increase the risk of triggering new movements upslope, i.e., development of new slide blocks uphill of the upper scarp. Consequently, this approach has not been developed as an alternative for consideration. The following sections discuss Alternative I and Alternative II in greater detail.

DESIGN ALTERNATIVE I - MINIMUM EARTHWORK

Figure 12 presents in a graphical manner the results of stability analyses that were made to investigate what effect the excavations, which would be required to restore the highway to its original alignment, would have on the factor of safety, F.S., of the landslide. Two curves are shown in Figure 12. The upper curve (open circles) presents the results of stability analyses for the existing landslide geometry (April, 1974), i.e., geometry of Cross Section B-B', and for various assumed groundwater levels. The lower curve (solid circles) presents the results of stability analyses that considered the excavation required to restore the original alignment of the highway. A study of the two curves reveals that, for any assumed condition of groundwater, for example, 43 feet above the basal zone of failure, the excavations required to restore the original alignment may reduce the factor of safety, F.S., by as much as 10 to 15 percent and possibly well below a value of 1. Consequently, the stability analyses show that any excavations to restore the original alignment may trigger new movements. Moreover, even though new movements are not triggered this summer (1974), because of lowered groundwater conditions, excavations to restore the original alignment would at least result in a landslide mass more sensitive to rainfall and groundwater conditions during the wet, winter seasons to come.

Therefore, as described in a general manner above, Alternative I would only consist of upgrading the existing detour road across the landslide. The upgrading would involve minimal earthwork, primarily to improve curvature: the approach would include placement of asphalt pavement.

In addition, in the slope uphill of the highway, reshaping of the ground surface to facilitate surface drainage would be accomplished. In conjunction with the reshaping, a network of drainage ditches would be constructed that would prevent ponding of water in the upper reaches of the landslide and control as much as practical the entrance of surface waters into ground cracks. Elsewhere, any areas of ponded water, such as in the vicinity of boring B-12, would be tapped by drainage ditches.

DESIGN ALTERNATIVE II - ROCK BUTTRESS

Location

The rock buttress, in our opinion, should be located about 170 west and parallel to the "10-E" line. It should extend to the north and south boundaries of the landslide, which are identified in the field by scarps and/or cracks.

The location of the buttress is not at the toe of the landslide, the most common position for such a retaining structure. The location is where land forms, plus other indicators of landslide activity, suggest that the landslide is outcropping at the ground surface. As discussed in an earlier section, the landslide appears to be outcropping upslope of the toe, i.e., beach, in about the southerly one-half of the slide mass, refer, Figure 6.

Design Assumptions - Landslide

Basic Assumptions In order to evaluate the driving and resisting forces involved in the Silver Point landslide, assumptions were made as follows: (1) The primary (basal) zone of failure is within stiff to hard clay and close to the contact with soft (weathered) siltstone/sandstone bedrock. The zone of failure is nearly horizontal, i.e., it dips slightly downward towards the west and the movements are basically translational. (2) The groundwater level in the landslide mass during the wet, winter months is at about the ground surface. (3) The existing (April, 1974) factor of safety, F.S., of the landslide is about 1.0.

Assumption (1) would be best verified by evidence of movement in slope indicators 74-9 and 74-10. However, movements have not been detected up to the present (April, 1974). Consequently, the depth and orientation of the basal zone of failure shown in Geologic Cross Sections A-A' and B-B', Figures 8 and 9, can only be inferred from geologic evidence.

Forces The driving force tending to move the slide in a nearly horizontal direction towards the ocean consists of three components. One component of the driving force is the hydrostatic pressure, assumed acting in open fissures, cracks and similar, down to about depth 130 feet, at the main scarp of the slide. Another portion of the driving force is composed of an earth pressure force (P_A) which is a function of a coefficient of active earth pressure (k_a). This coefficient, in turn, is a function of the effective angle of shearing resistance (ϕ') of the soils overlying the failure zone at the head of the slide. The third component includes a portion of the weight of the landslide mass over the slightly inclined basal zone of failure.

The forces tending to resist movement consist of the shearing resistance along the basal zone of failure. The shearing resistance along [illegible] basal failure zone is a function of the effective stresses, i.e., overlying effective unit weight of the soil/rock and an effective angle of shearing resistance (ϕ'), which is the residual and not the peak value. Based upon laboratory test data as well as engineering office studies, [illegible] angle of shearing resistance, ϕ'_r (residual), acting on the basal zone of failure, was taken equal of 13°.

On the basis of the foregoing assumptions, the maximum required resisting force of the rock buttress was determined to be approximately 750 kips per lin. ft. The design value includes a factor of safety, F.S., equal to 1.3.

Design Assumptions - Buttress

In the design of the buttress to provide a maximum resisting force in the order of 750 kips per lin. ft. certain design assumptions were made as follows: (1) The buttress material would consist of fairly clean, well-graded pit run basalt rock and that it would have an angle of shearing resistance, ϕ', of at least 40° and an in-place unit weight of approximately 130 lbs. per cu. ft. (2) It was further assumed that the buttress would be adequately protected from saturation by a subdrain system. (3) The base of the buttress would be keyed into soft to hard siltstone/sandstone bedrock. The bottom would be sufficiently cleaned of soft and/or wet soil to result in an angle of shearing resistance, ϕ', along the base of the buttress, equal to 35°. (4) The potential increased resistance to movement provided the buttress by the landslide materials downslope of the buttress would not be considered in design.

Buttress Configuration

Based on the results of our design analyses and other office studies, we recommend that a rock buttress of the configuration shown in Figure 13 be considered for construction. The Figure presents a transverse section of the buttress at Station 13+00 (referenced "10-E" line). Figure 10 shows a longitudinal profile of the rock buttress. On Figure 10 is shown the predicted base level of the buttress as well as generalized subsurface conditions.

The level of the proposed buttress, shown in Figure 10, is based on a conservative interpretation of the elevation of competent bedrock, i.e., landslide movements are or are not likely to develope below the proposed (preliminary) base level of the buttress. It is probable that additional data from slope indicators, such as in boring 74-12, as well as two others, which will be installed in the Summer, 1974, may indicate that the landslide movements are occurring considerably higher in elevation than (conservatively) assumed, at present, and, consequently, that the design base level of the buttress may be raised. The additional explorations proposed to be accomplished along the buttress alignment during the Summer, 1974, are discussed in a section entitled "Recommendations for Additional Work".

The Buttress Cross Section, Figure 13, shows an excavation slope of 1:1 for the upslope side of the buttress trench. It is our opinion that the design slope should be basically stable at this configuration, over most of the buttress trench. It should be realized, however, that blocks of ground and/or localized slumps in the excavation slopes may tend to move into the excavation during construction which would require treatment. The downhill trench slopes could be benched or made steeper if such an approach is found of benefit to construction.

With regard to the degree of stability of upslope wall of the trench, a dewatering system may have to be installed in the north portion, i.e., in the vicinity of borings 74-11 and 74-12, in order to increase the stability of the ground prior to excavation of the buttress trench. As mentioned earlier in a subsection entitled "Groundwater", artesian groundwater is present in boring 74-12 and the groundwater level in 74-11 is at about the ground surface. Moreover, groundwater levels continue to rise in borings 74-1 and 74-2, located further uphill. The exact requirements of a dewatering system, if necessary, could be determined later, once the goundwater levels in 74-1 and 74-2 have reached equilibrium levels.

Buttress Construction

The buttress design presented in the foregoing is based on the construction being accomplished during the dry season. In our opinion, construction of the buttress at any other time should not be attempted because of the increased risk of triggering large scale movements of the landslide mass. Such a risk is inherent in the construction of the buttress in any season, because during excavation for the buttress, the resistance to movement is lowered.

In order to reduce the risk of triggering damaging movements, the buttress should be constructed in segments. Construction should proceed in continuous sections, i.e., from the north to the south or vice versa. Excavation of the trench and placement of the buttress material should be done concurrently so that construction of the buttress will occupy about

2/3 of the maximum excavation width at any given time. An approach to construction, in our opinion, should be developed before any excavation commences.

Movements of the landslide, if any, should be monitored and reviewed on a daily basis during construction to detect any dangerous trend of accelerated movement. If such a trend is observed the contractor should be prepared at any time to mobilize all available equipment to begin backfilling the excavations existing at the time. Such backfilling would continue until the trend of accelerating movement has been reversed. Afterwards, it may be necessary to modify the approach to construction, possibly including a reduction in the width of open excavation. Such a reduction may require reassessment of the contractor's excavation approach.

The foregoing emphasizes the care and caution required to satisfactorily accomplish construction of the buttress. Since movements may occur as a result of construction, it would appear desirable to close the highway to traffic until at least one-half of the buttress has been brought up to design grade.

It is recommended that the buttress material consist of relatively unweathered quarry run basalt rock with not more than 5 percent by weight passing the No. 200 sieve (wet analysis). The recommended maximum rock size is 14 inches although the use of a large size material can be evaluated. The material should be placed in lifts not in excess of 20 inches and compacted by 4 passes of a vibratory roller having a static weight of at least 8 tons.

Drainage System

A drainage system should be provided the buttress. As presently envisioned the drainage system would consist of two 12 in. corrugated metal pipes (perforated) placed at the bottom of the buttress and sloped to drain to the north. The drain pipes would be covered with suitable drain rock to prevent clogging of the pipes over the long term. In order to permit flushing of the collector pipes a stand-pipe with manhole cover should be provided for periodic clean-out. Removal of the water collected by the subdrain pipes could be by gravity drainage towards the ocean, with the provision for such drainage being made on the north.

G. RECOMMENDATIONS FOR ADDITIONAL WORK

Access to one recommended boring location, designated boring 74-14, was not feasible at the time of our Phase III exploratory program in March, 1974 (refer, Appendix A). The recommended boring was to be drilled 170 feet west of the 10-E line and at about Station 16+50 (10-E line).

Of some importance, the recommended boring was planned to resolve an apparent discrepancy between boring and seismic information, particularly with respect to the depth of bedrock between Stations 14+50 and 17+50, refer, Figure 10. As shown in Figure 10, boring 74-13 indicates that competent siltstone/sandstone bedrock is at about elevation 69 feet, whereas the seismic information at the same location suggests that bedrock is at elevation 48 feet, some 20 feet deeper.

The recommended boring (74-14) should aid to resolve the discrepancy in subsurface information in this portion of the buttress location. Measurements in a slope indicator, recommended to be installed in the boring, would also confirm the depth of landslide movements below the ground surface. It is recommended that the boring be made to elevation 0 or at least 20 feet into competent siltstone/sandstone bedrock.

In addition to the drilling and sampling, and the installation of a slope indicator in boring 74-14, it is recommended that a slope indicator be installed in boring 74-13, drilled earlier in March, 1974. It is recommended that the slope indicator be installed with a tip elevation of +20 feet.

With respect to the monitoring of the instrumentation installed, we recommend that the slope indicators and the water levels in the slope indicators be monitored once monthly until November, 1974. At this time the monitoring interval should be changed to once every two weeks, unless visual examination of the ground or the measurements reveal that movements are occurring that should be monitored at even shorter intervals of time.

In conjunction with the slope indicator and water level data, it is recommended that the hub line previously established, be monitored. In addition to changes in horizontal distance it is recommended that the elevation and changes in elevation of the hubs be monitored hereafter in order that movement vectors can be constructed for study.

H. SUMMARY

On Sunday night, February 3, 1974 the Silver Point landslide moved rapidly westward towards the ocean, causing the Oregon Coast Highway (U.S. 101), which crosses the landslide, to be closed to traffic. By the following day, February 4th, the landslide had displaced the highway in some portions as much as 80 feet and dropped it vertically as much as 35 feet.

The Silver Point landslide is located on the west slope of Double Peak, about 3 miles south of Cannon Beach. In the immediate area of Silver Point the slopes are steep and geomorphic characteristics associated with landslide activity are evident.

The subsurface investigations conducted in the landslide disclosed a residual soil profile, consisting of stiff clay, overlying weathered bedrock. The residual soil and underlying bedrock, classified as thin-bedded to massive, medium to dark gray siltstone, are of the Astoria Formation (Middle Miocene). Basically, the landslide involved translation movements with the basal zone of failure nearly horizontal and at a depth at or near the stiff clay - weathered bedrock contact.

Studies suggest that the landslide can be separated for discussion purposes into two portions, a north and a south portion. Apparently, the north portion of the landslide moved first, with the initial movements translational and involving a mass of ground, extending from about the uphill ditchline of the highway down to the beach. The initial movements of the north portion removed lateral support to uphill segments of the hillside and soon a much larger mass of ground was involved in movement. Of particular interest is the observation that the south portion of the landslide is outcropping well upslope of the primary toe of the landslide, located at the beach. The outcropping is most likely a result of a relatively thin soil overburden in the south portion.

The ground comprising the Silver Point landslide was apparently of marginal stability for many years. It is our present opinion that the primary cause of failure was the abnormal rates of precipitation in the months preceeding the accelerated movements in February, 1974 with a supplemental cause, probable progressive deterioration or weakening of the ground with time.

Various methods of control and/or correction of the Silver Point landslide have been considered. Based upon our studies to the present (May, 1974), it appears that two basic alternatives for corrective work exist. One alternative consists of, essentially, reconstruction of the highway with minimal earthwork and the reshaping of the uphill portions of the slope and construction of surface drainage ditches. Studies indicate that excavations to restore the highway to its original alignment would conceivably reduce the existing low factor of safety some 10 to 15 percent and, possibly, trigger new movements. A second alternative is the construction of a rock buttress. Unloading was briefly considered as a corrective measure, but excavations at the head of the slide could possibly remove support to the ground uphill and trigger progressive movements upslope.

Additional field work is recommended, consisting of the drilling and sampling of one boring and the installation of two slope indicators, one installed in a previously drilled boring along the proposed buttress alignment. It is recommended that all instrumentation be monitored on a scheduled basis through the next winter season, as more fully discussed in the text of the report.

I. LIMITATIONS

The analysis and recommendations submitted in this report are based upon the data obtained from the soil borings and seismic refraction surveys performed at the locations indicated on the location diagram. This report does not reflect any variations which may occur away from the location of the borings. The nature and extent of any variations may not become evident until the course of construction. If variations then appear evident, it will be necessary for a re-evaluation of the recommendations of this report to be made after performing on-site observations during the excavation period and noting the characteristics of any variations.

The soil and foundation engineer has prepared this report in accordance with generally accepted soil and foundation engineering practices and makes no other warranties either expressed or implied as to the professional advice provided under the terms of this agreement and included in this report.

J. REFERENCES

North, W.B. and J.V. Byrne, "Coastal Landslides of Northern Oregon", Ore Bin, Vol. 27, No. 11, November 1965.

Peck, R.B., "Stability of Natural Slopes", Journal, Soil Mechanics and Foundation Engineering, ASCE, Vol. 93, SM4, July, 1967.

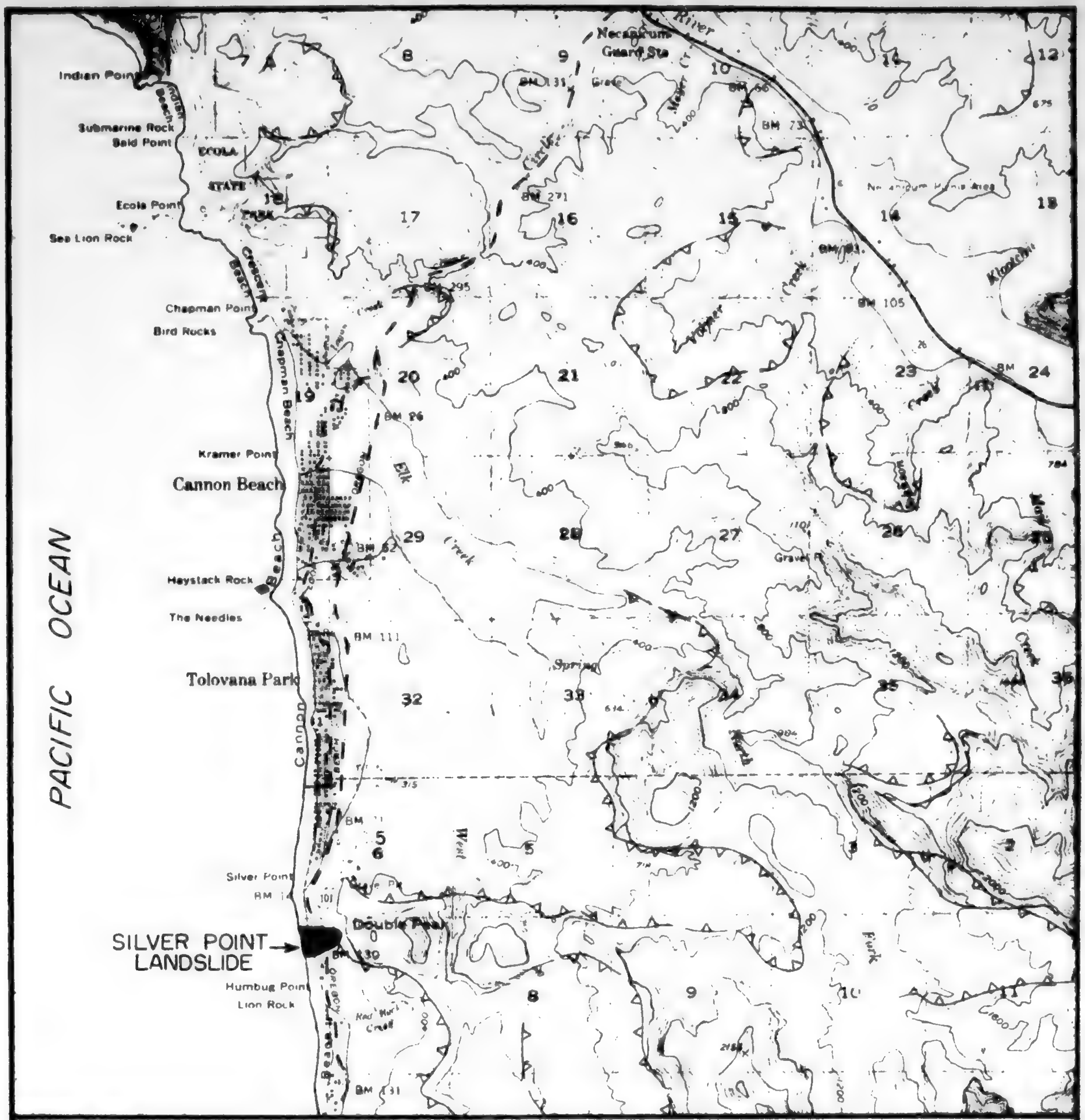
Schlicker, H.G., R.E. Corcoran, and R.G. Bowen, "Geology of The Ecola State Park Landslide Area, Oregon", Ore Bin, Vol. 23, No. 9, September, 1961.

Schlicker, H.G., R.J. Deacon, J.D. Beaulieu and G.W. Olcott, "Environmental Geology of the Coastal Region of Tillamook and Clatsop Counties, Oregon", Bulletin 74, Department of Geology and Mineral Industries, Oregon, July, 1972.

REGISTERED PROFESSIONAL ENGINEER
6029
OREGON
SEPT. 8, 1967
L. RADLEY SQUIER

L. Radley Squier

L. Radley Squier, P.E.


PACIFIC OCEAN
Indian Point
Indian Beach
Submarine Rock
Bald Point
ECOLA STATE PARK
Ecola Point
Sea Lion Rock
Crescent Beach
Chapman Point
Bird Rocks
Chapman Beach
Kramer Point
Cannon Beach
Haystack Rock
The Needles
Tolovana Park
Cannon Beach
Silver Point
SILVER POINT LANDSLIDE
Double Peak
Humbug Point
Lion Rock
Necanicum Guard Sta
River
Elk Creek
Spring
West Fork
Klootchie
BM 131
BM 271
BM 295
BM 26
BM 62
BM 111
BM 73
BM 105
BM 139
BM 131

(after Schlicker, H.G., et al, 1972)

SCALE IN MILES
0 5 1

N

SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M.P. 32
CLATSOP COUNTY, OREGON

VICINITY MAP

MAY, 1974 S-142
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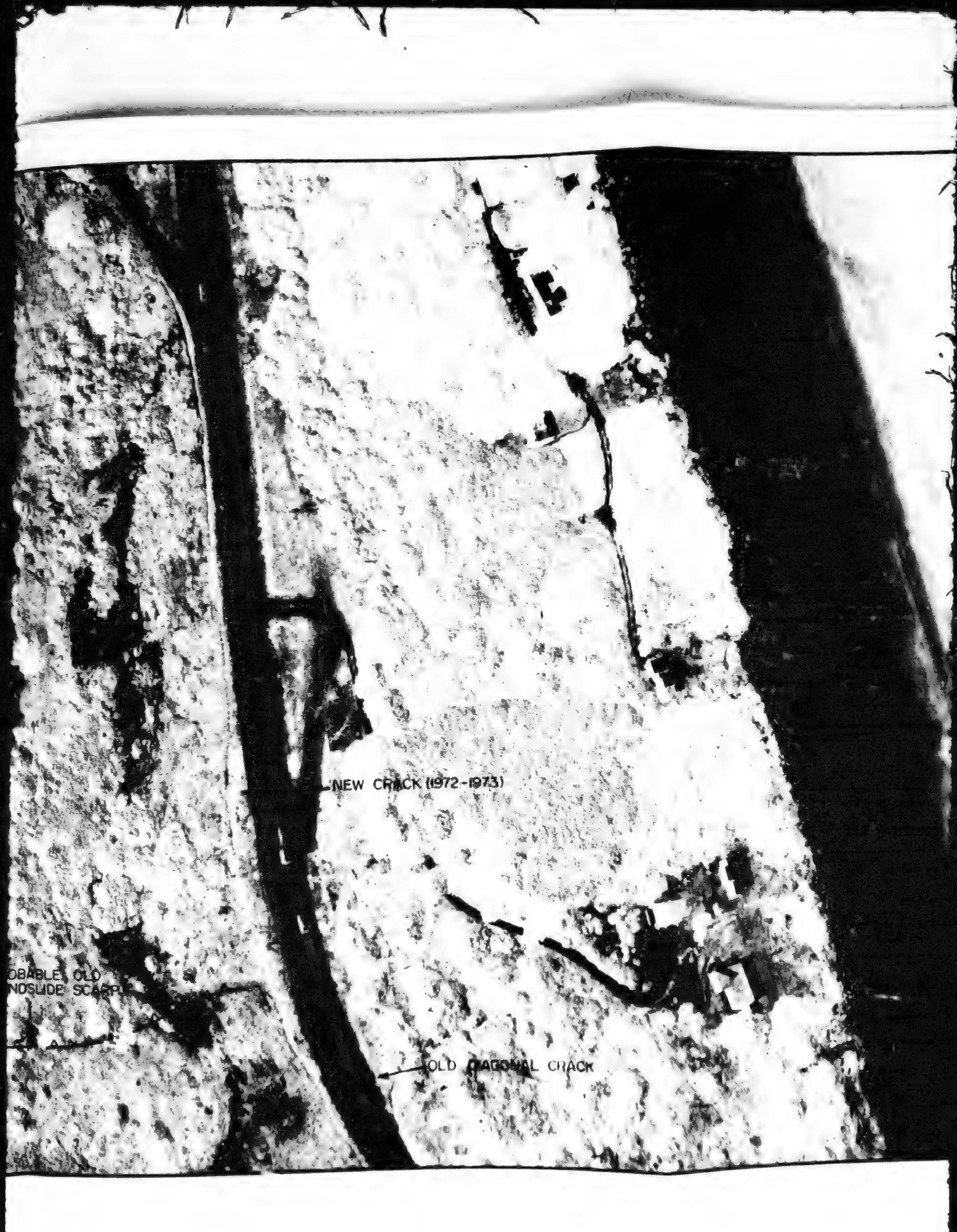
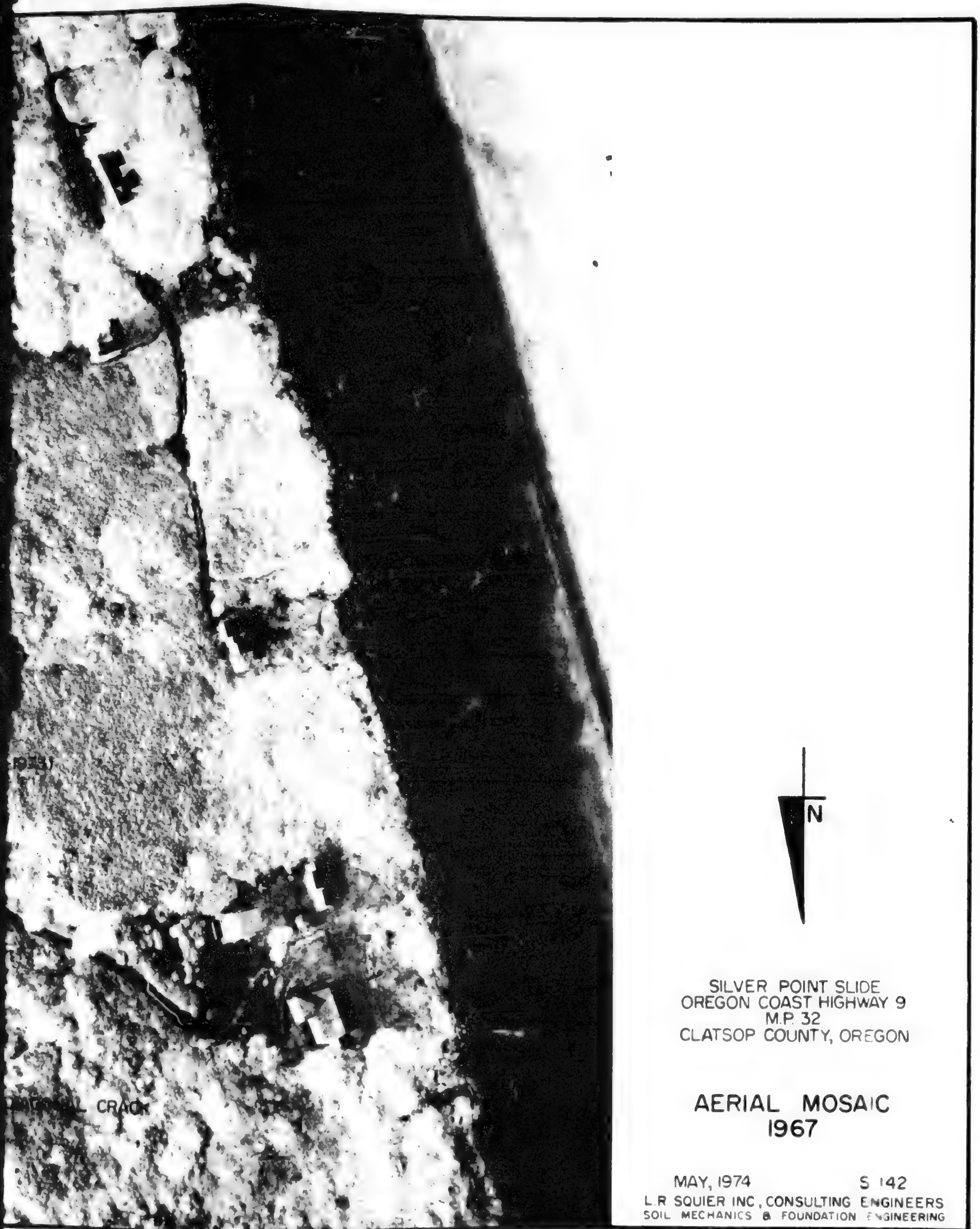
FIG.1

PROBABLE OLD
LANDSLIDE SCARP


NEW CRACK (1972-1973)
OBABLE OLD
NDSLIDE SCARP
OLD DIAGONAL CRACK



SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M.P. 32
CLATSOP COUNTY, OREGON

AERIAL MOSAIC
1967

MAY, 1974 S 142
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SOIL MECHANICS & FOUNDATION ENGINEERING

FIG. 2

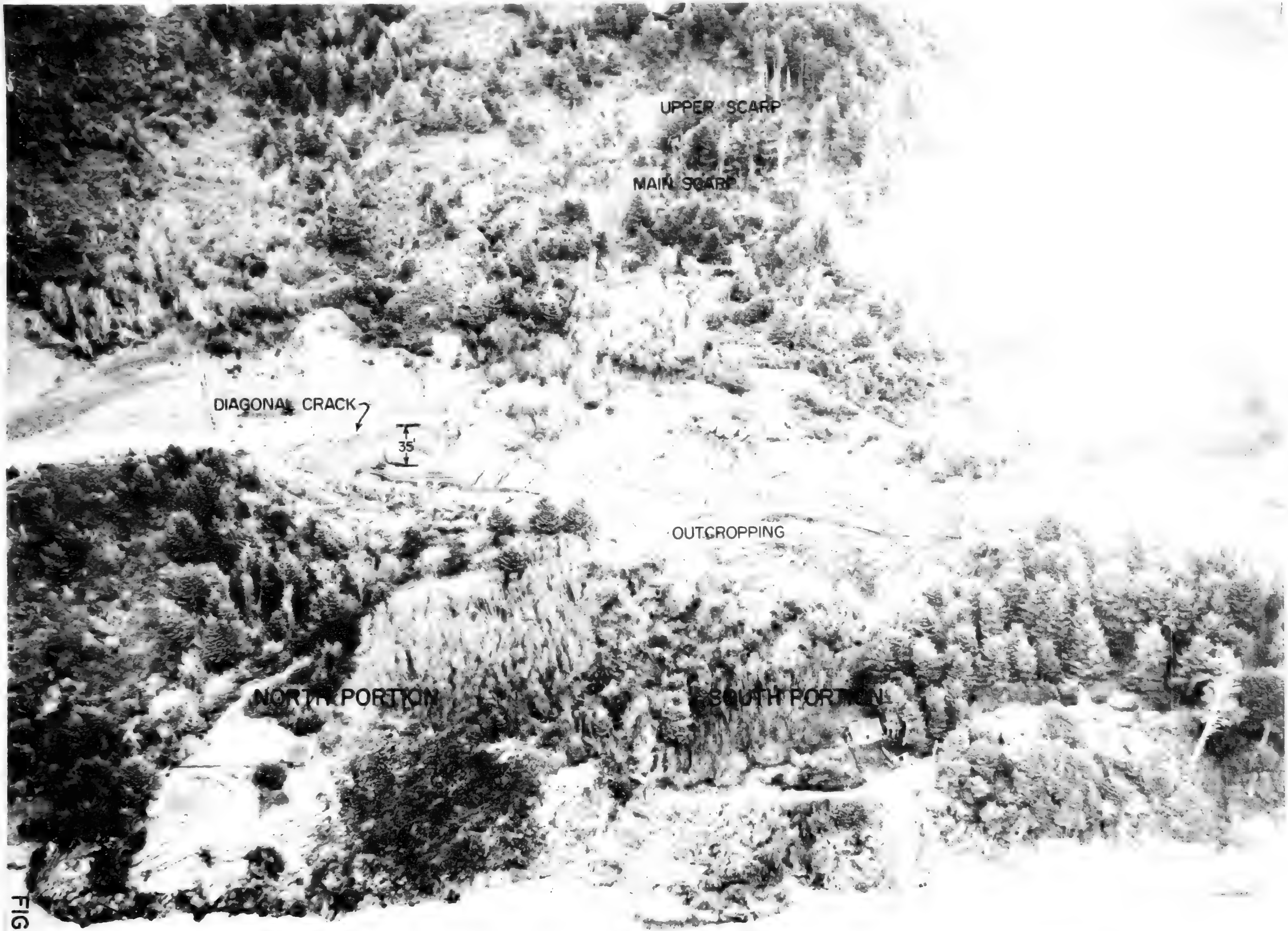
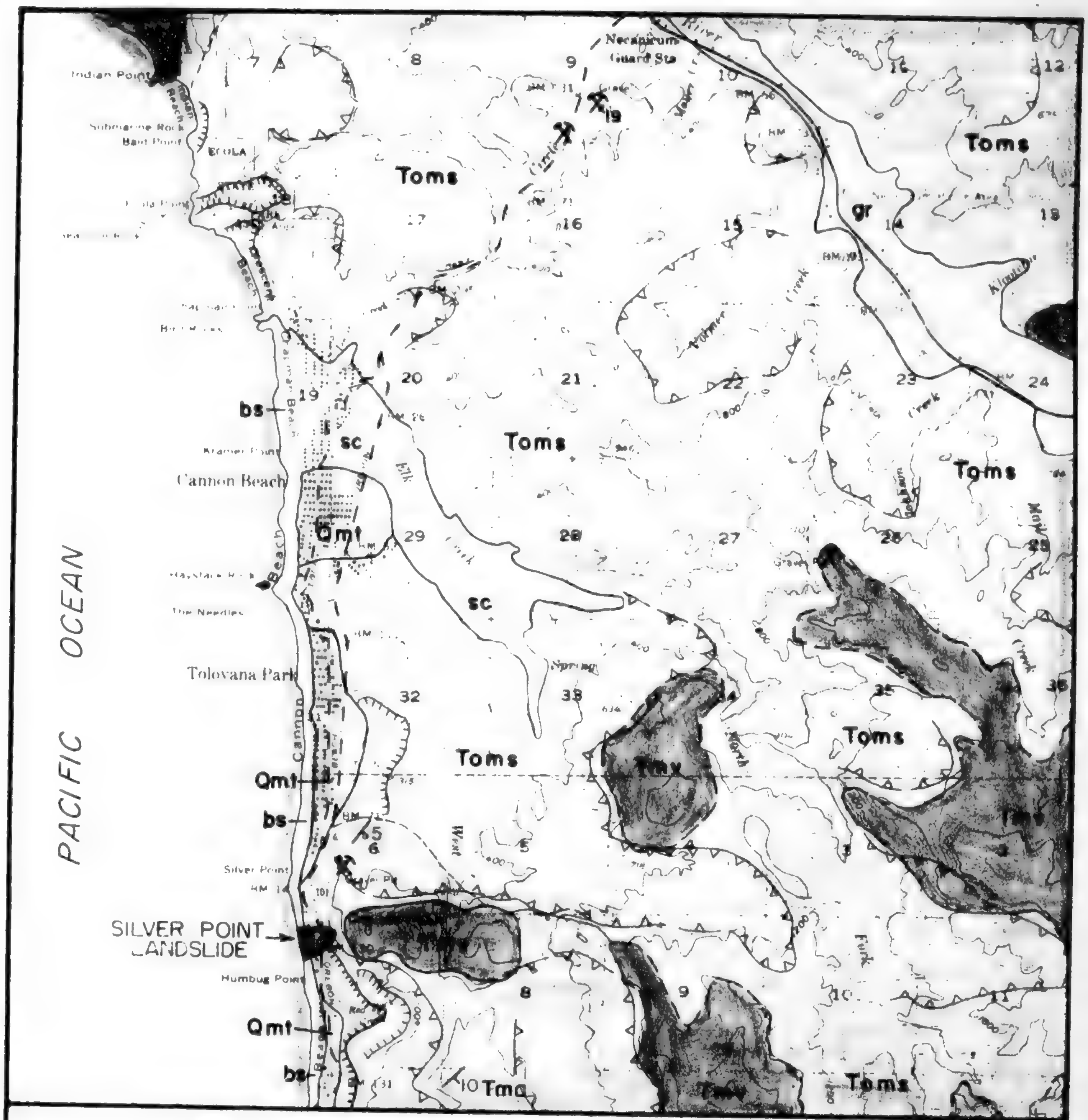

UPPER SCARP
MAIN SCARP
DIAGONAL CRACK
35'
OUTCROPPING
NORTH PORTION
SOUTH PORTION

FIG.3


PACIFIC OCEAN
Indian Point
Submarine Rock
Bald Point
ECOLA
Toms
Necanicum Guard Sta
gr
Cannon Beach
Kramer Point
Haystack Rock
The Needles
Tolovana Park
Silver Point
Humbug Point
SILVER POINT LANDSLIDE
bs
sc
Qmt
Tmv
Tmo
Elk
West
North
Fork
Spring
8
9
10
12
13
14
15
16
17
19
20
21
22
23
24
25
27
28
29
32
33
35
36
5
6

(after Schlicker, H.G., et al, 1972)

LEGEND

- Tmv Miocene Volcanic Rocks — MASSIVE BASALT BRECCIA AND BASALT FLOWS
- Tmo Astoria Formation — ARKOSIC SANDSTONE AND INTERBEDDED SILTSTONE
- Toms Oligocene to Miocene Sedimentary Rocks
- ┬┬┬┬ Active Landslide
- △△△ Inactive Landslide

N

SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M.P. 32
CLATSOP COUNTY, OREGON

GEOLOGY MAP

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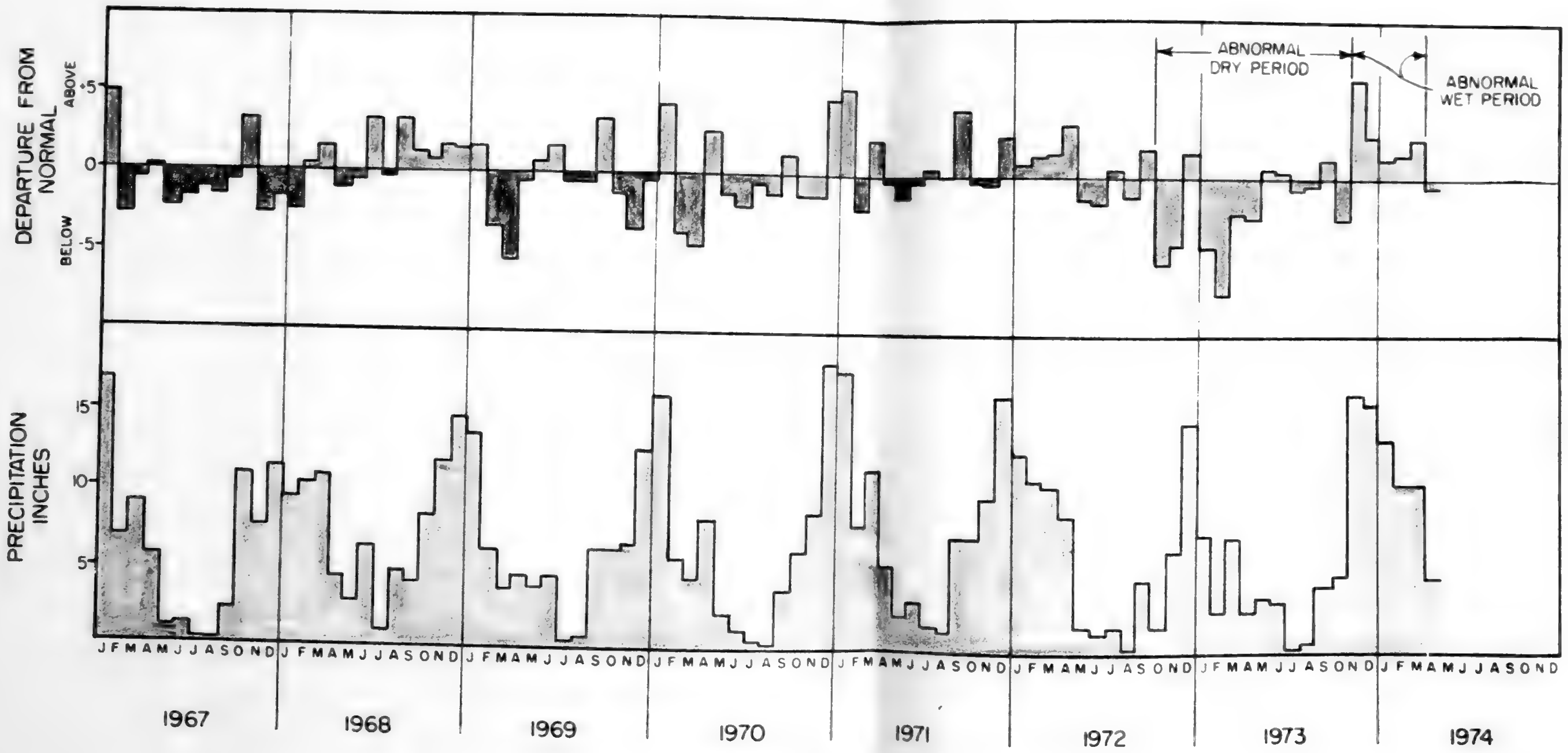
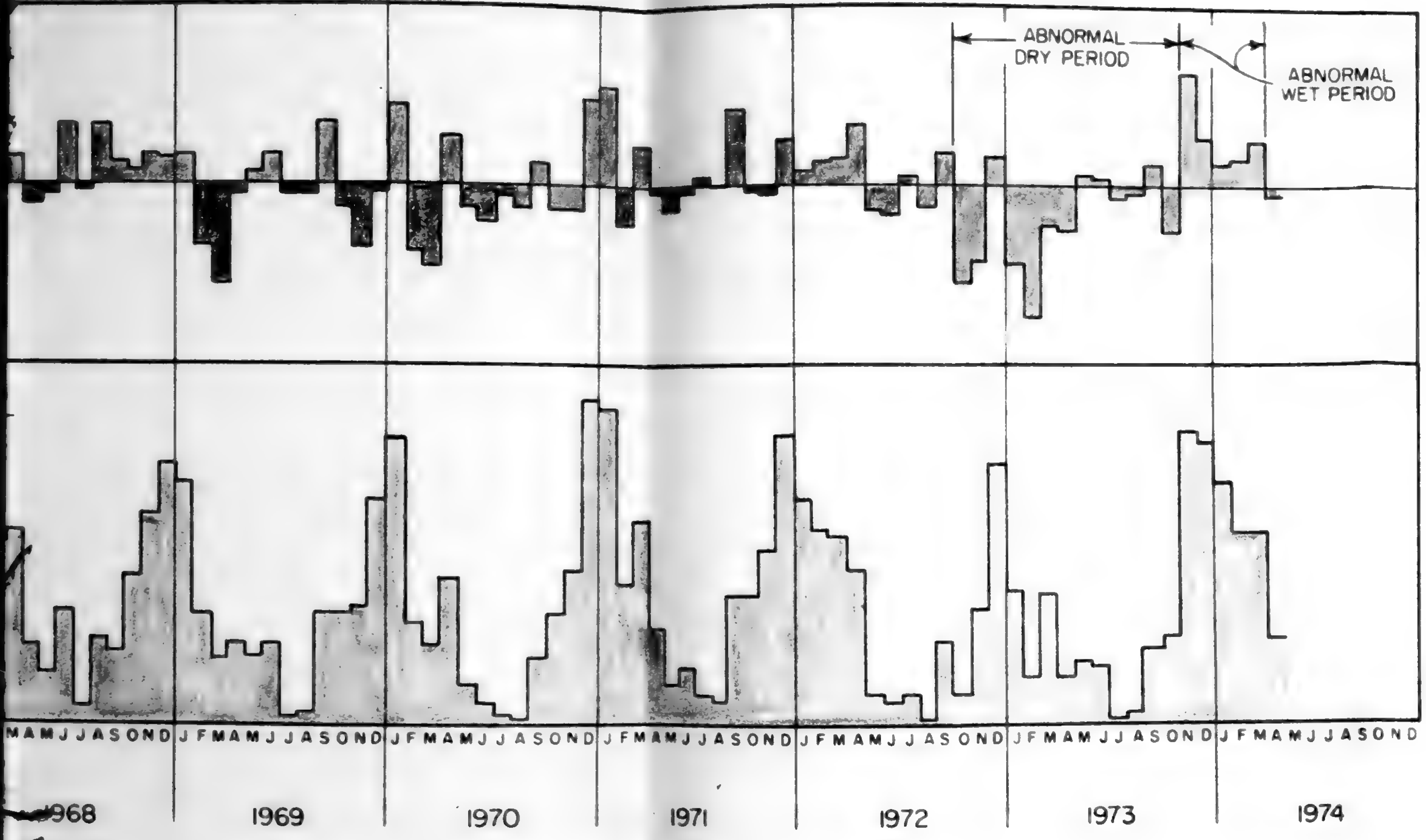
FIG.4



MONTHLY RAINFALL



MONTHLY RAINFALL

NOTE:
Rainfall data was recorded at the weather station in Seaside, Oregon, 10 miles north of the slide

SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M.P. 32
CLATSOP COUNTY, OREGON

MONTHLY RAINFALL DATA
(1967-1974)

MAY, 1974 S-142

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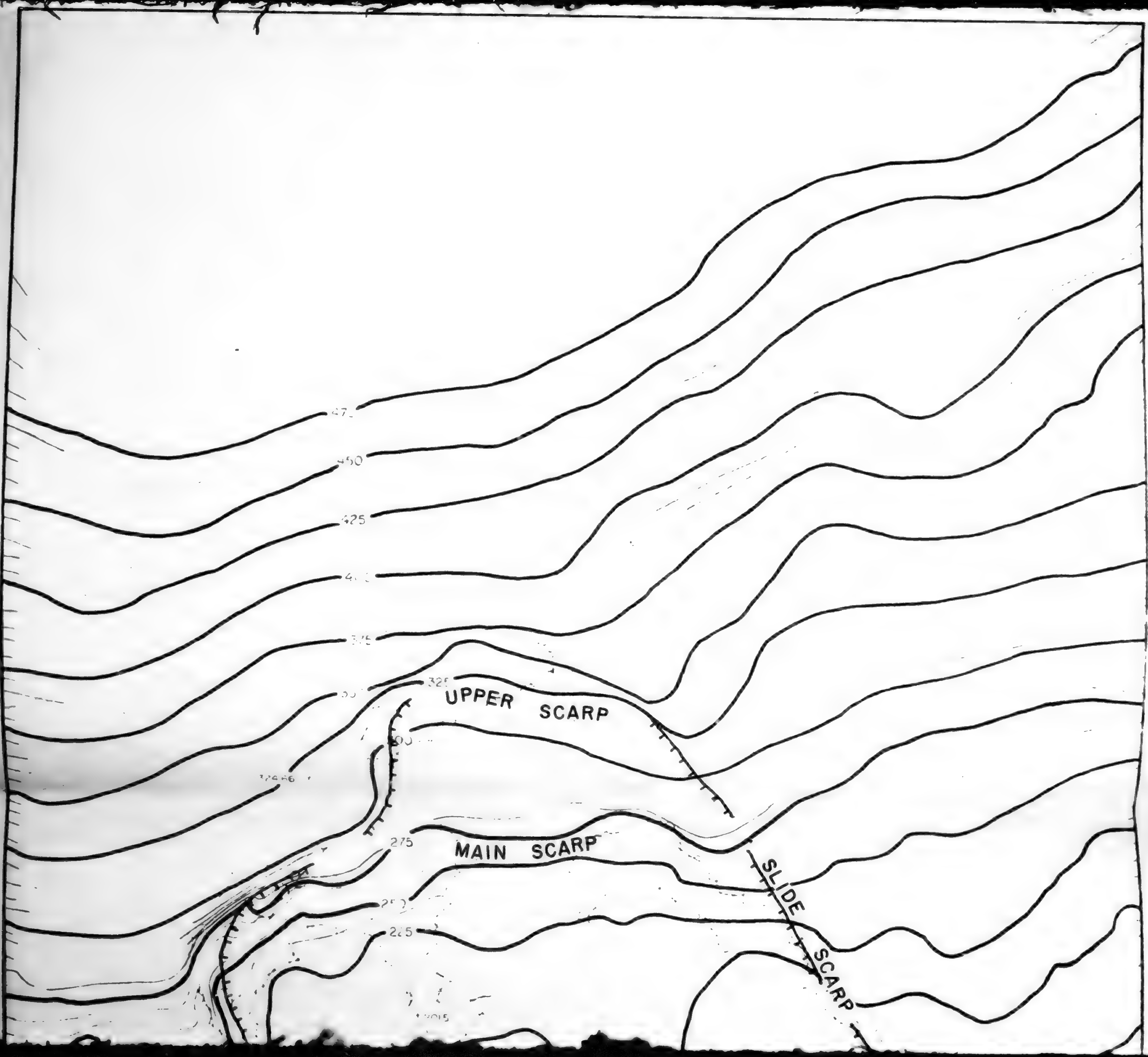
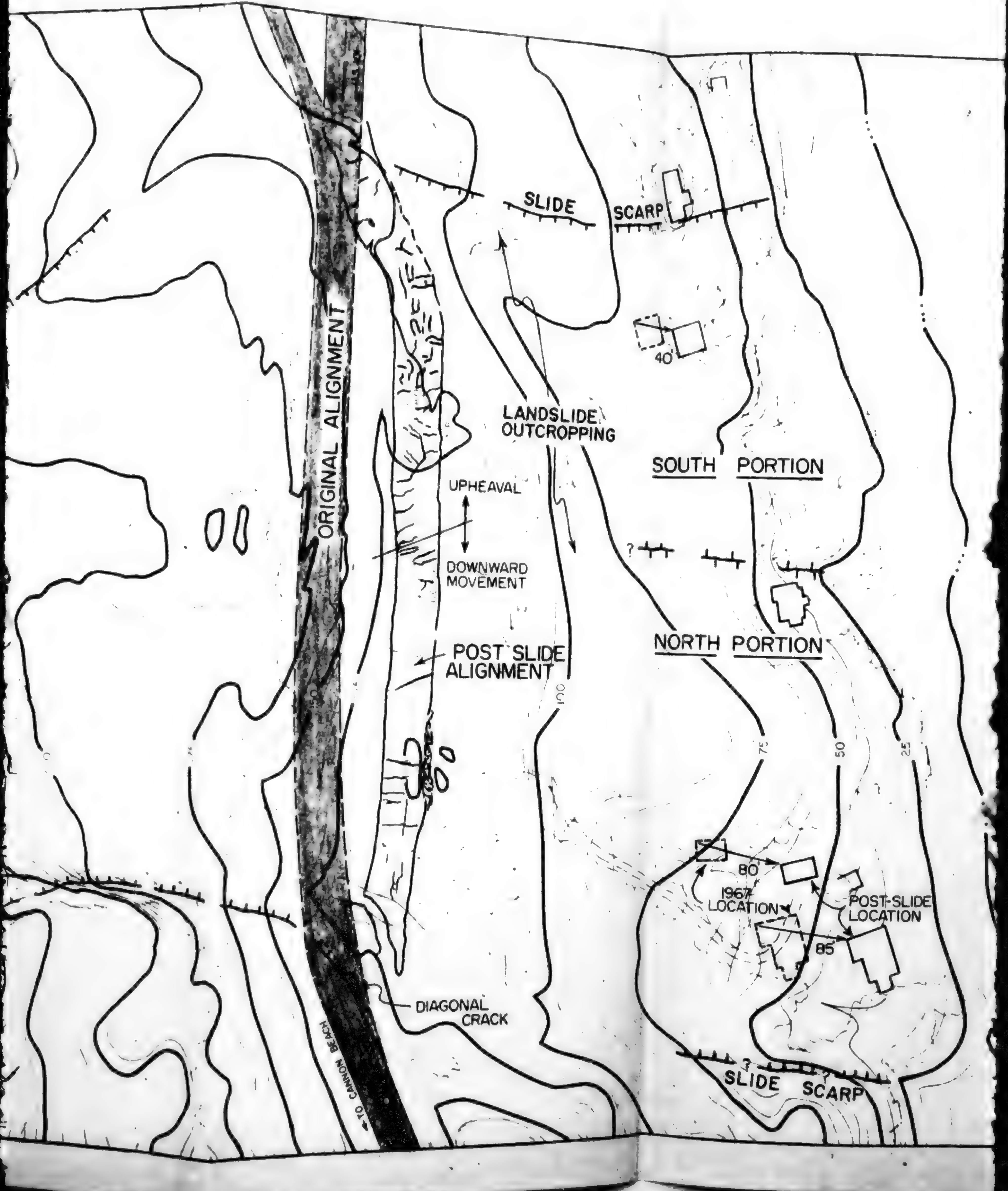
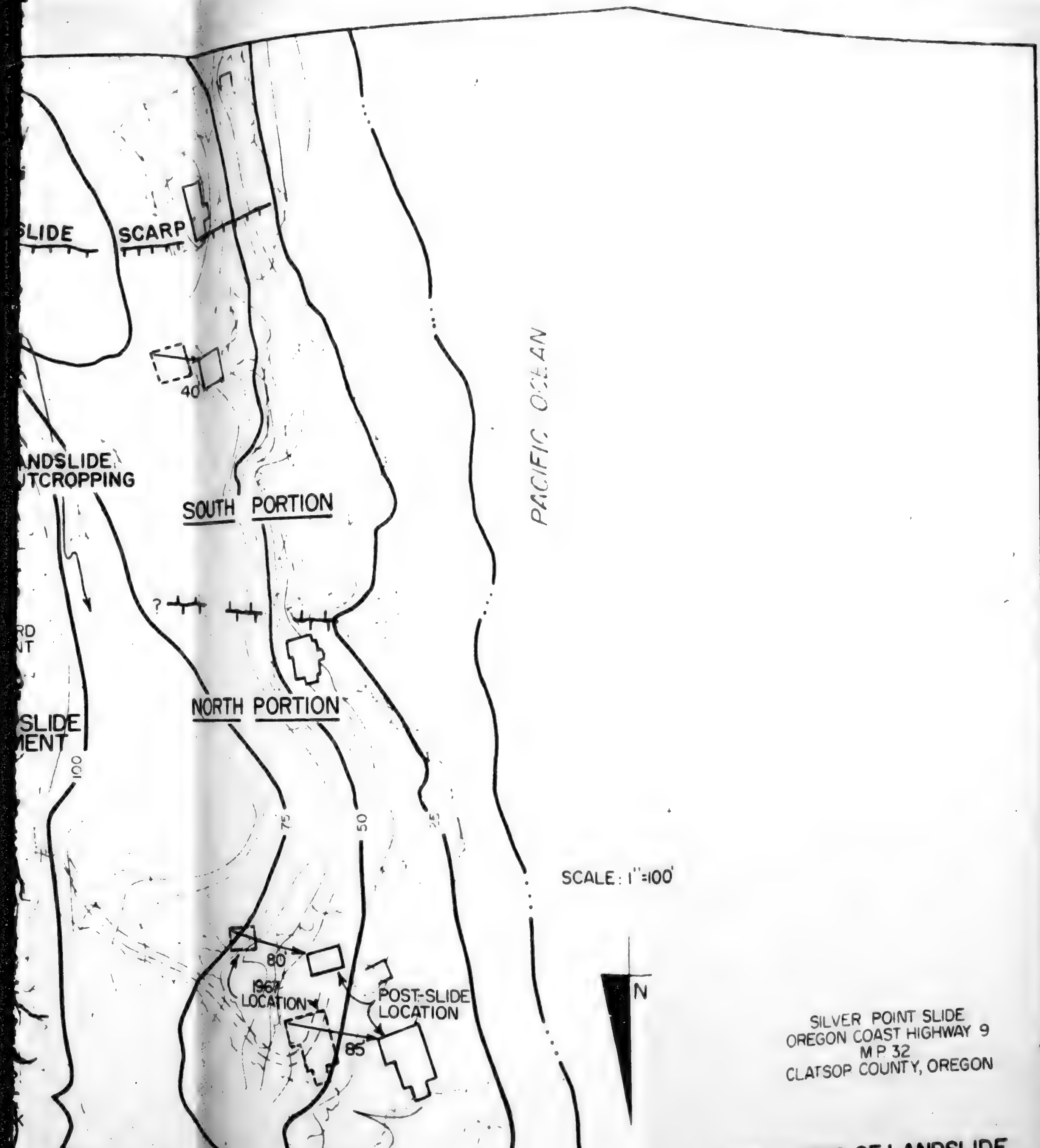
FIG. 5


450
425
375
325
UPPER SCARP
275
MAIN SCARP
225
SLIDE SCARP


SLIDE SCARP
LANDSLIDE OUTCROPPING
40'
SOUTH PORTION
UPHEAVAL
DOWNWARD MOVEMENT
ORIGINAL ALIGNMENT
NORTH PORTION
POST SLIDE ALIGNMENT
150
100
75
50
25
80
1967 LOCATION
POST-SLIDE LOCATION
85
DIAGONAL CRACK
TO CANNON BEACH
SLIDE SCARP


SLIDE SCARP
40
ANDSLIDE
UTCROPPING
SOUTH PORTION
PACIFIC OCEAN
?
RD
NT
NORTH PORTION
SLIDE
MENT
100
75
50
25
SCALE: 1"=100'
80
1967 LOCATION
POST-SLIDE LOCATION
85
N
SLIDE SCARP

SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M P 32
CLATSOP COUNTY, OREGON

MOVEMENTS OF LANDSLIDE

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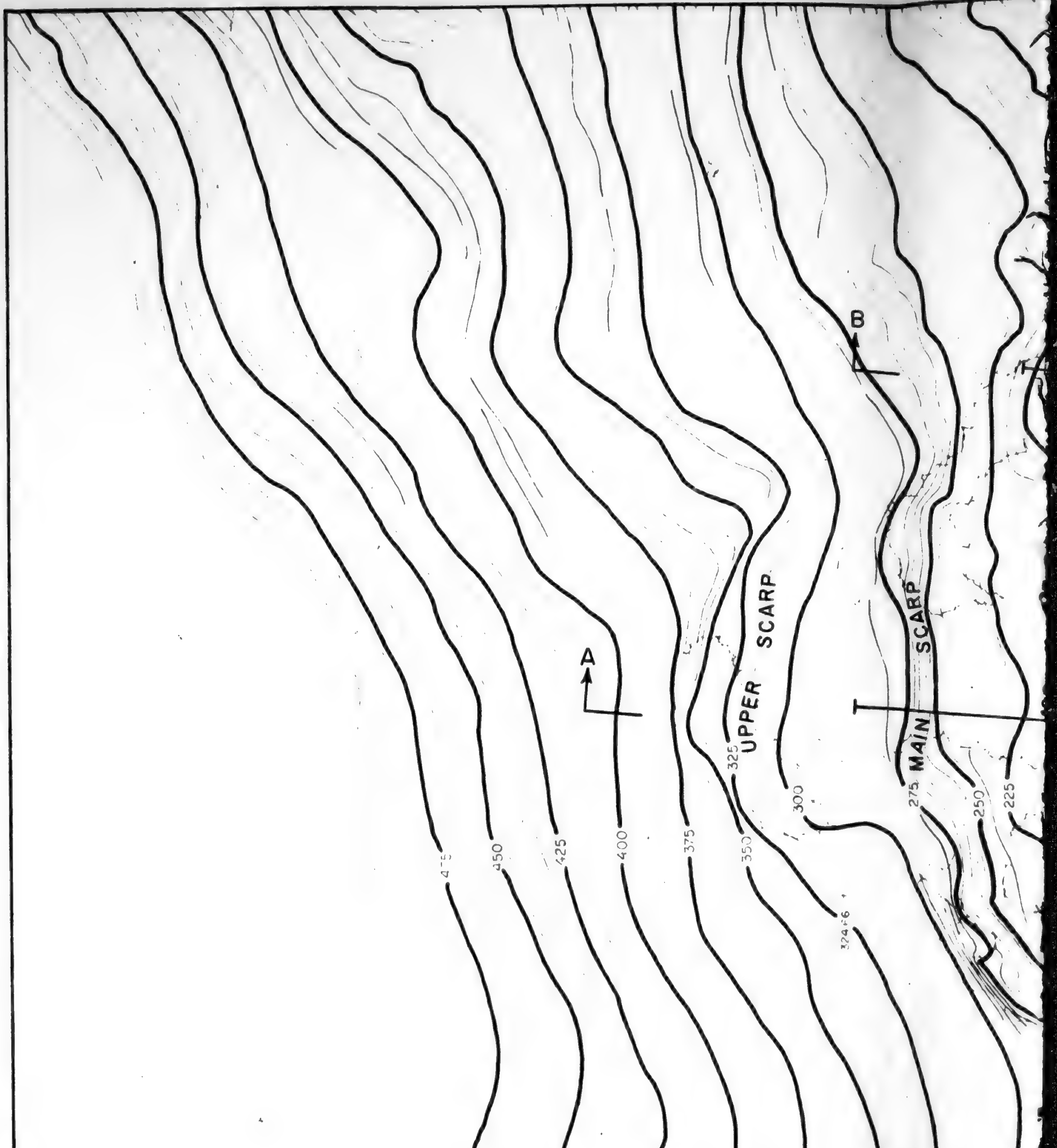
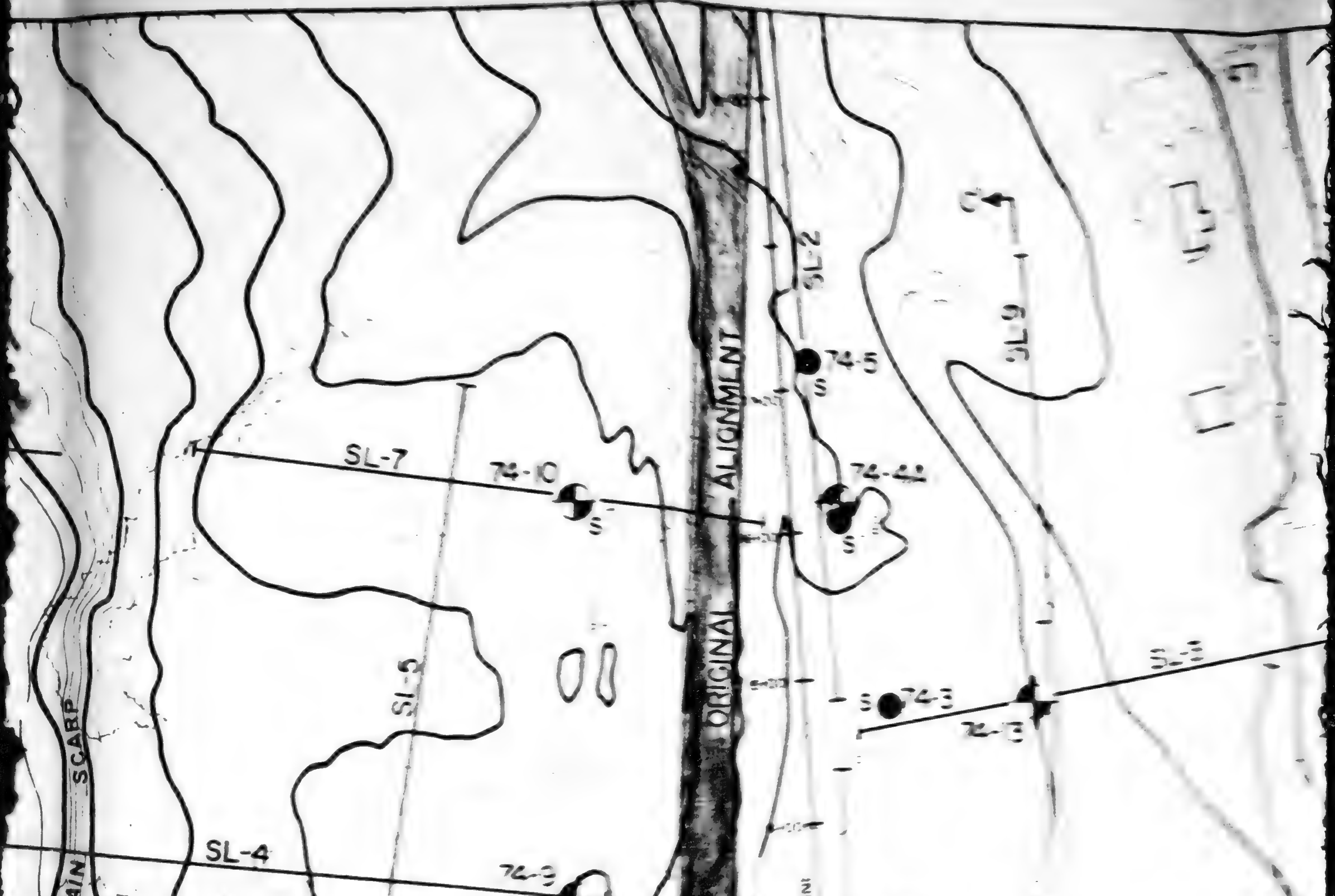
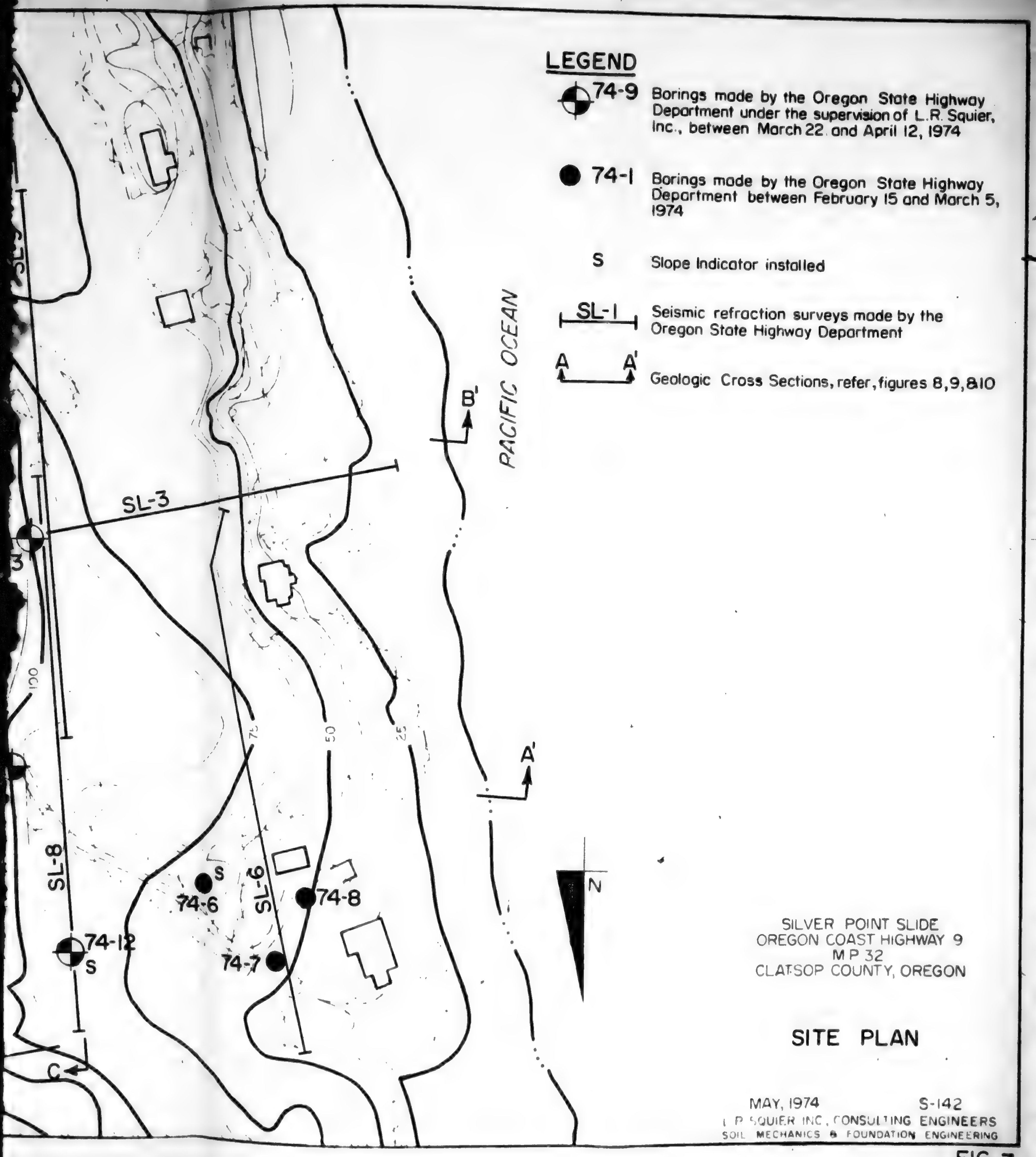
FIG. 6


B
A
UPPER SCARP
MAIN SCARP
475
450
425
400
375
350
325
324+6
300
275
250
225


SL-2
74-5
S
SL-9
SL-7
74-10
S
74-11
S
ORIGINAL ALIGNMENT
SL-5
74-3
S
SL-3
74-13
SL-4
74-9
S
MAIN SCARP
275
250
225
74-21
S
74-
74
74-2

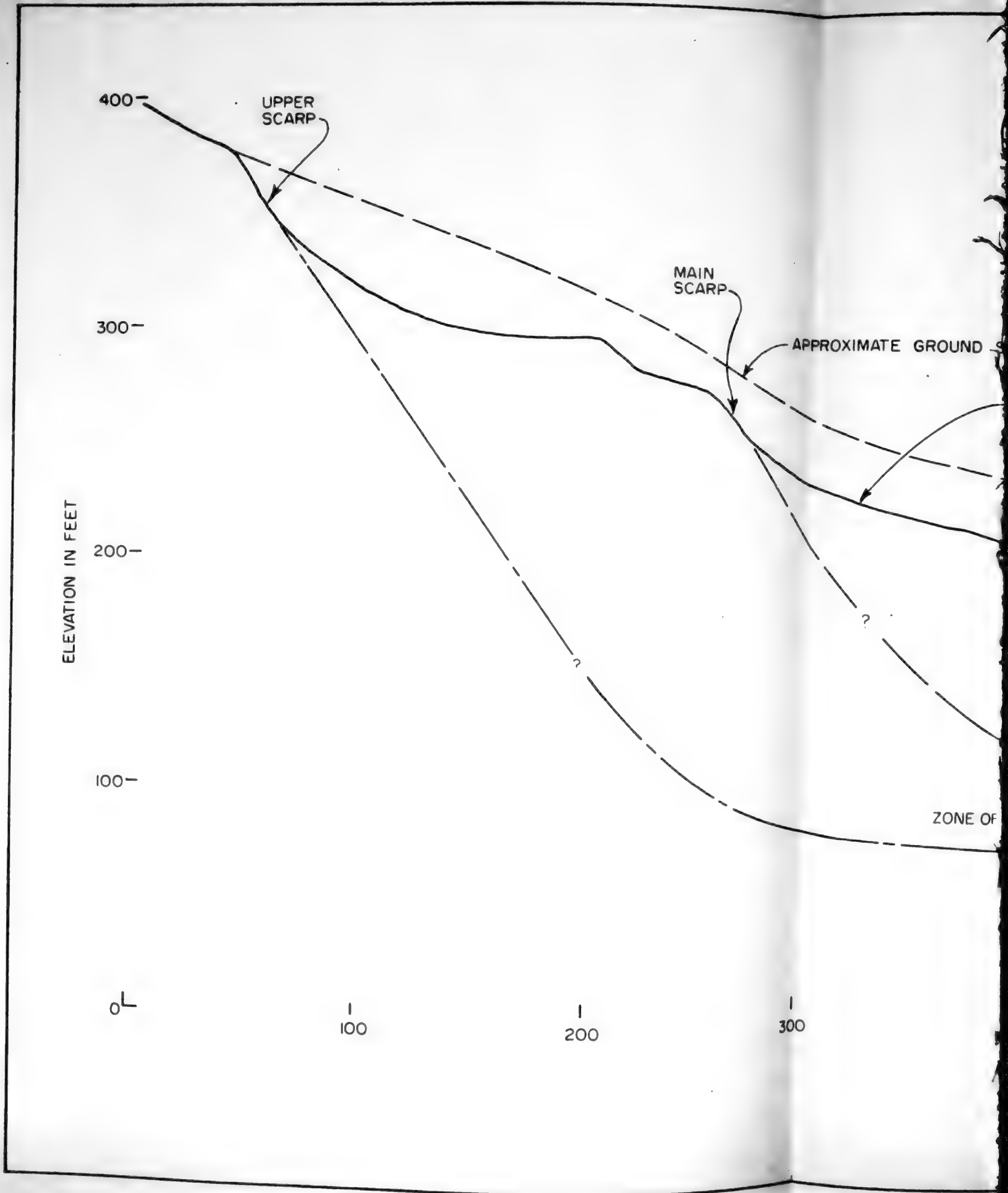

LEGEND
74-9 Borings made by the Oregon State Highway Department under the supervision of L.R. Squier, Inc., between March 22 and April 12, 1974
74-1 Borings made by the Oregon State Highway Department between February 15 and March 5, 1974
S Slope Indicator installed
SL-1 Seismic refraction surveys made by the Oregon State Highway Department
A A' Geologic Cross Sections, refer, figures 8,9,&10
PACIFIC OCEAN
B'
A'
SL-3
3
SL-8
SL-6
100
75
50
25
S
74-6
74-8
74-12
S
74-7
C
N

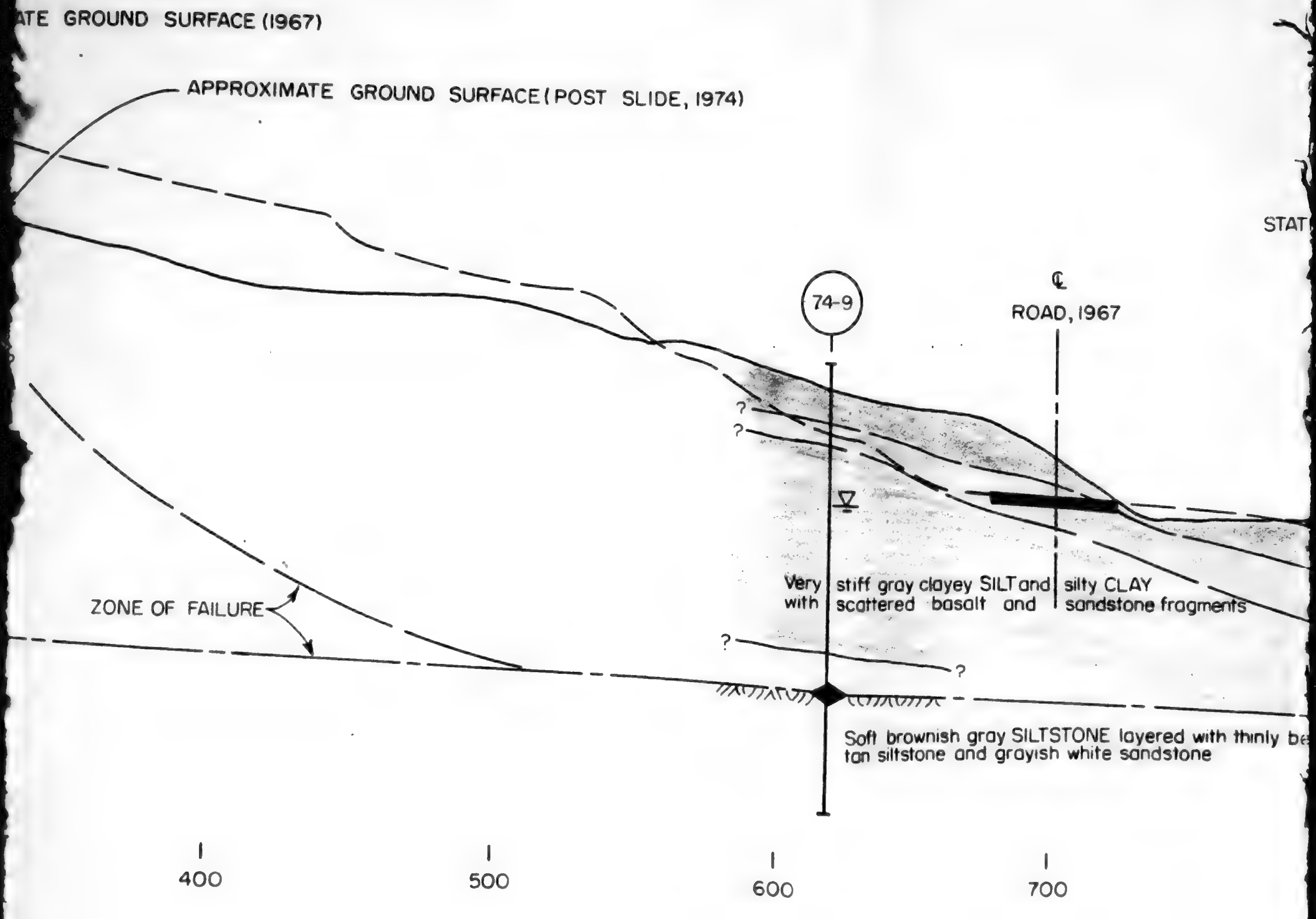
SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M P 32
CLATSOP COUNTY, OREGON

SITE PLAN

MAY, 1974 S-142
L.R. SQUIER INC., CONSULTING ENGINEERS
SOIL MECHANICS & FOUNDATION ENGINEERING

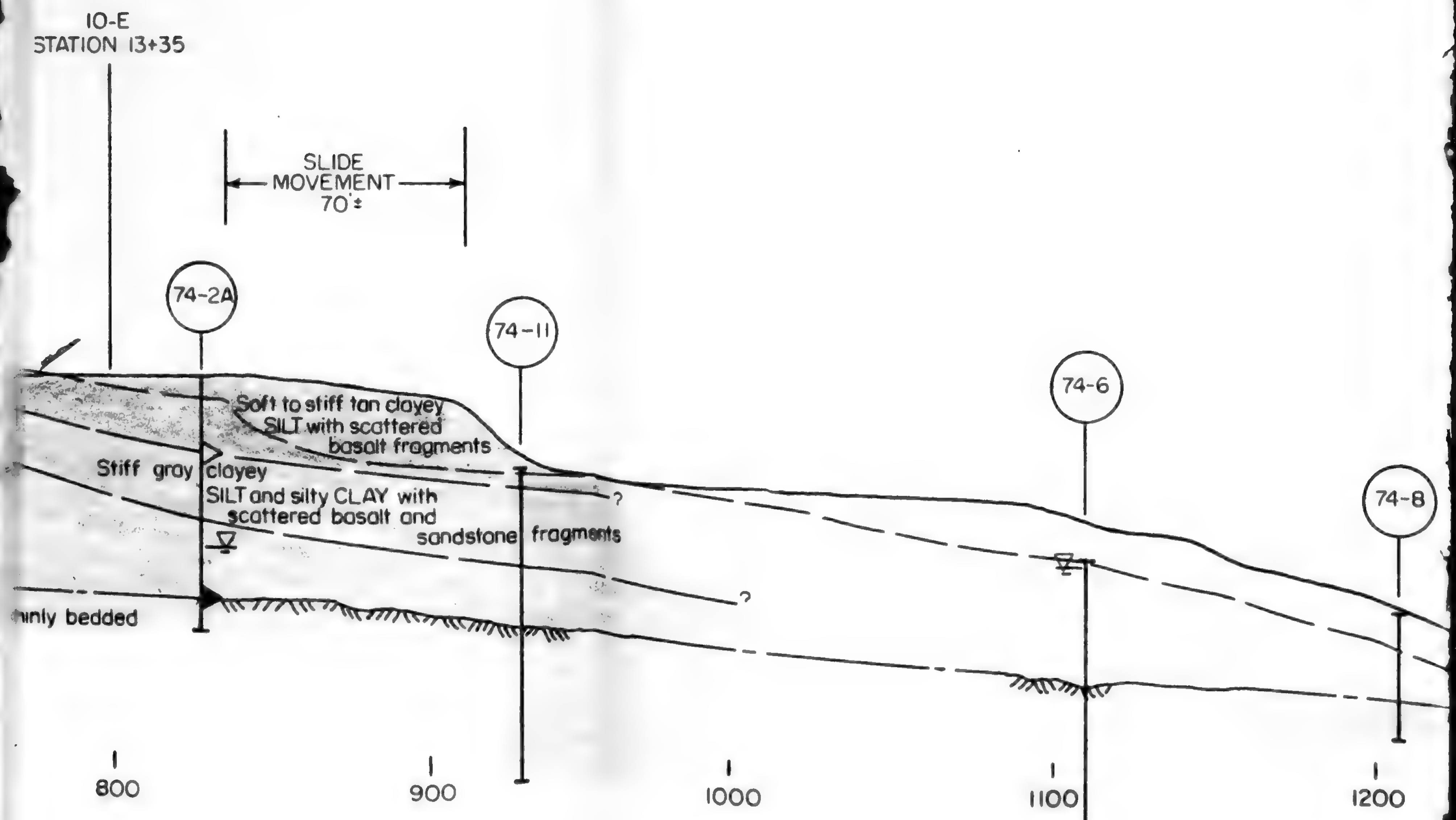
FIG. 7


400
300
200
100
0
ELEVATION IN FEET
UPPER SCARP
MAIN SCARP
APPROXIMATE GROUND
?
?
ZONE OF
100
200
300


ATE GROUND SURFACE (1967)
APPROXIMATE GROUND SURFACE (POST SLIDE, 1974)
STAT
74-9
℄
ROAD, 1967
?
?
ZONE OF FAILURE
Very stiff gray clayey SILT and silty CLAY with scattered basalt and sandstone fragments
?
?
Soft brownish gray SILTSTONE layered with thinly be
tan siltstone and grayish white sandstone
400
500
600
700

CROSS

SC

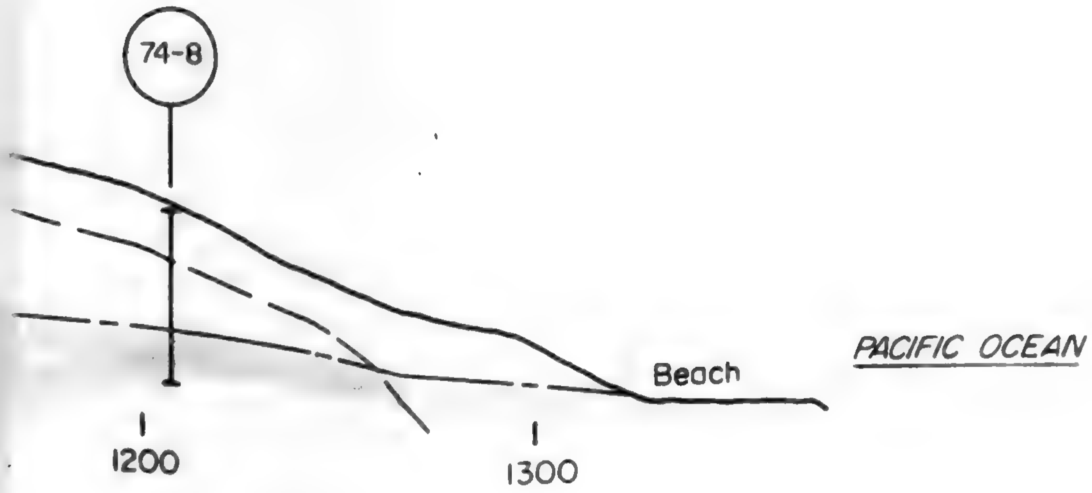

10-E
STATION 13+35
SLIDE
MOVEMENT
70'±
74-2A
74-11
74-6
74-8
Soft to stiff tan clayey SILT with scattered basalt fragments
Stiff gray clayey SILT and silty CLAY with scattered basalt and sandstone fragments
?
?
hinly bedded
800
900
1000
1100
1200

OSS SECTION A—A'

SCALE: 1"=50'

LEGEND

▶	Zone of failure revealed by measurements in Slope Indicator
◆	Zone of failure inferred from geologic evidence
▷	Secondary zones of failure observed in Slope Indicator 74-2A
—·—	Zone of failure (Major)
(74-2A)	Borings made as part of the subsurface investigation in February-March, 1974
∇	Groundwater levels measured in Slope Indicator casings on May 15, 1974



SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M.P. 32
CLATSOP COUNTY, OREGON

GEOLOGIC CROSS SECTION
A–A'

MAY, 1974 S-142
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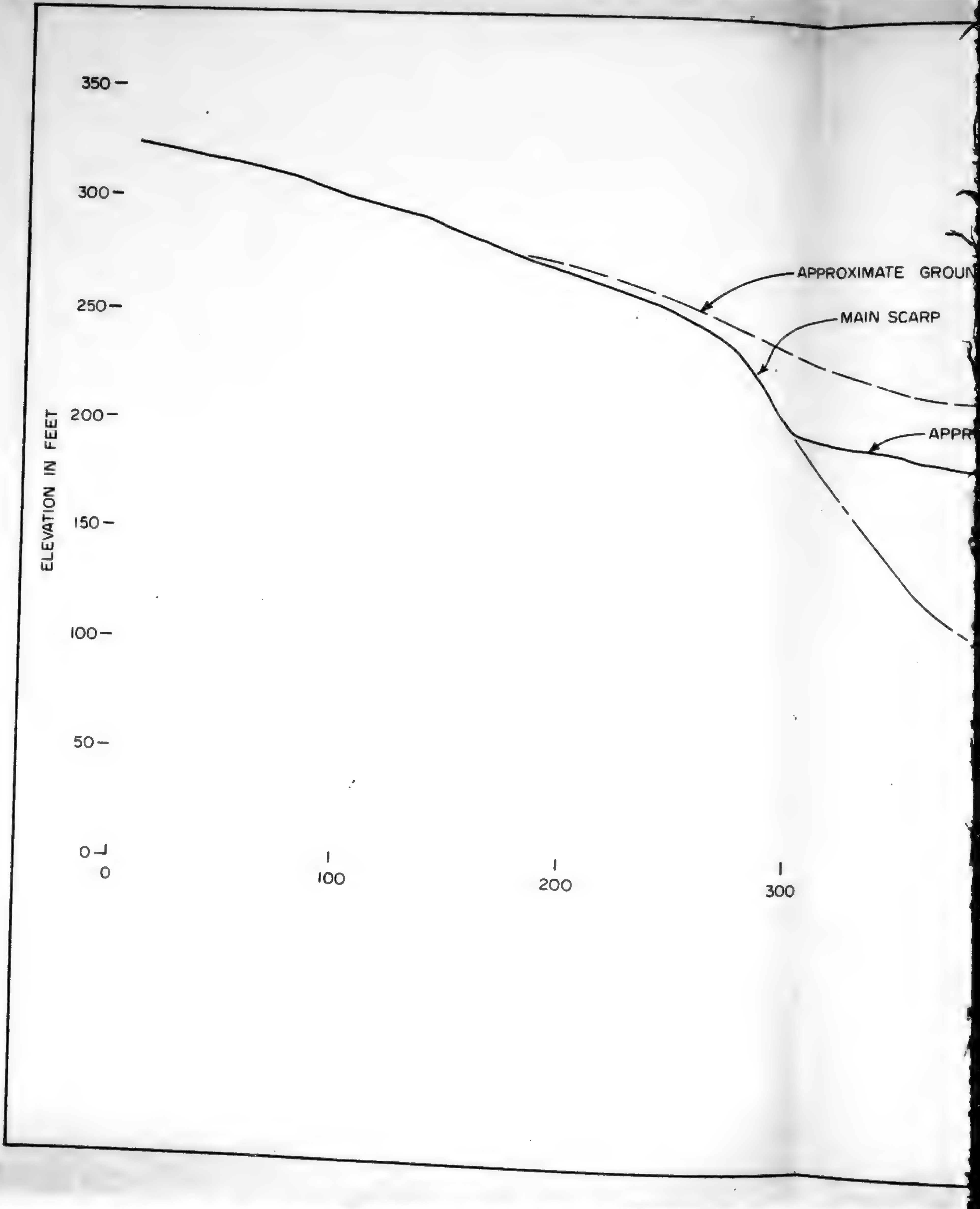
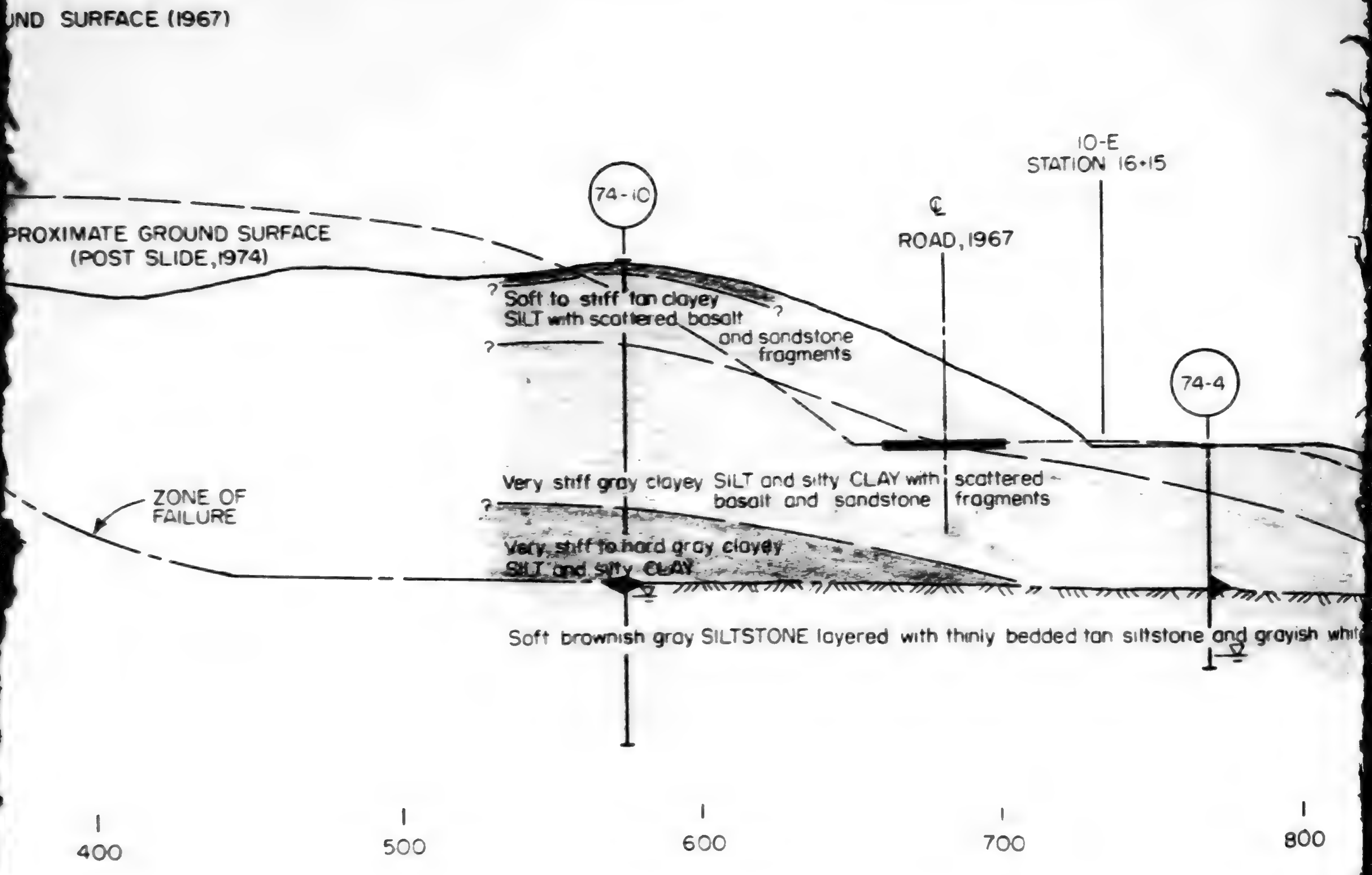
SOIL MECHANICS & FOUNDATION ENGINEERING

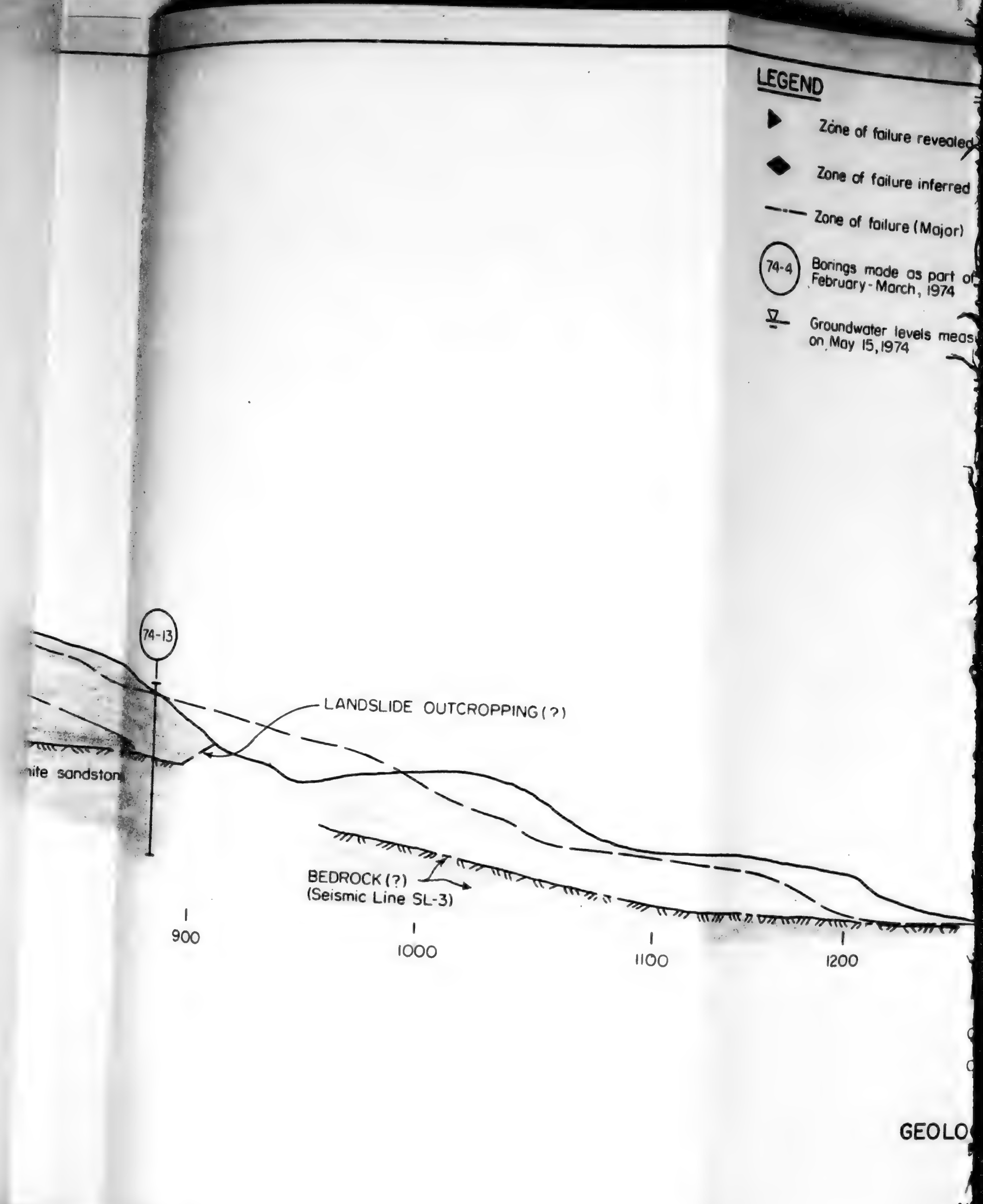
FIG. 8


350
300
250
200
150
100
50
0
ELEVATION IN FEET
0
100
200
300
APPROXIMATE GROUN
MAIN SCARP
APPR


UND SURFACE (1967)
PROXIMATE GROUND SURFACE (POST SLIDE, 1974)
74-10
℄ ROAD, 1967
10-E STATION 16+15
74-4
Soft to stiff tan clayey SILT with scattered basalt and sandstone fragments
?
Very stiff gray clayey SILT and silty CLAY with scattered basalt and sandstone fragments
Very stiff to hard gray clayey SILT and silty CLAY
ZONE OF FAILURE
Soft brownish gray SILTSTONE layered with thinly bedded tan siltstone and grayish whit
400
500
600
700
800

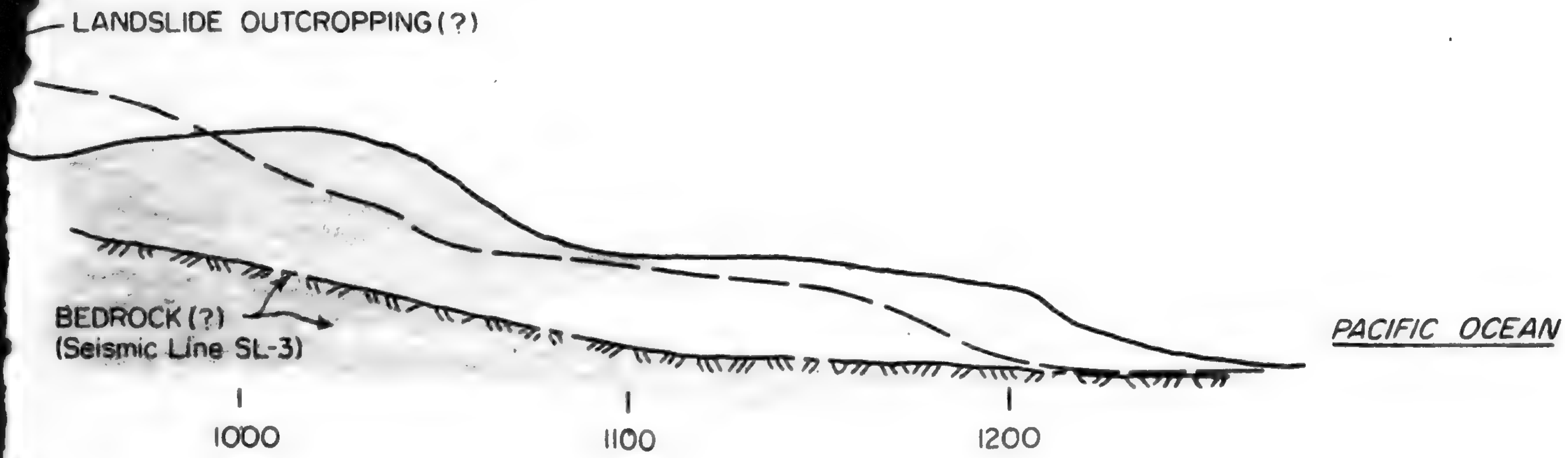
CROSS SECTION B–B'

SCALE 1"=50'


LEGEND
Zone of failure revealed
Zone of failure inferred
Zone of failure (Major)
74-4
Borings made as part of
February-March, 1974
Groundwater levels meas
on May 15, 1974
74-13
LANDSLIDE OUTCROPPING (?)
nite sandston
BEDROCK (?)
(Seismic Line SL-3)
900
1000
1100
1200
GEOLO
M
L.R.SQ
SOIL M

LEGEND

▶	Zone of failure revealed by measurements in Slope Indicator
◆	Zone of failure inferred from geologic evidence
—·—	Zone of failure (Major)
74-4	Borings made as part of the subsurface investigation in February-March, 1974
∇	Groundwater levels measured in Slope Indicator casings on May 15, 1974


LANDSLIDE OUTCROPPING (?)
BEDROCK (?)
(Seismic Line SL-3)
PACIFIC OCEAN
1000
1100
1200

SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M P 32
CLATSOP COUNTY, OREGON

GEOLOGIC CROSS SECTION
B–B'

MAY, 1974 S-142
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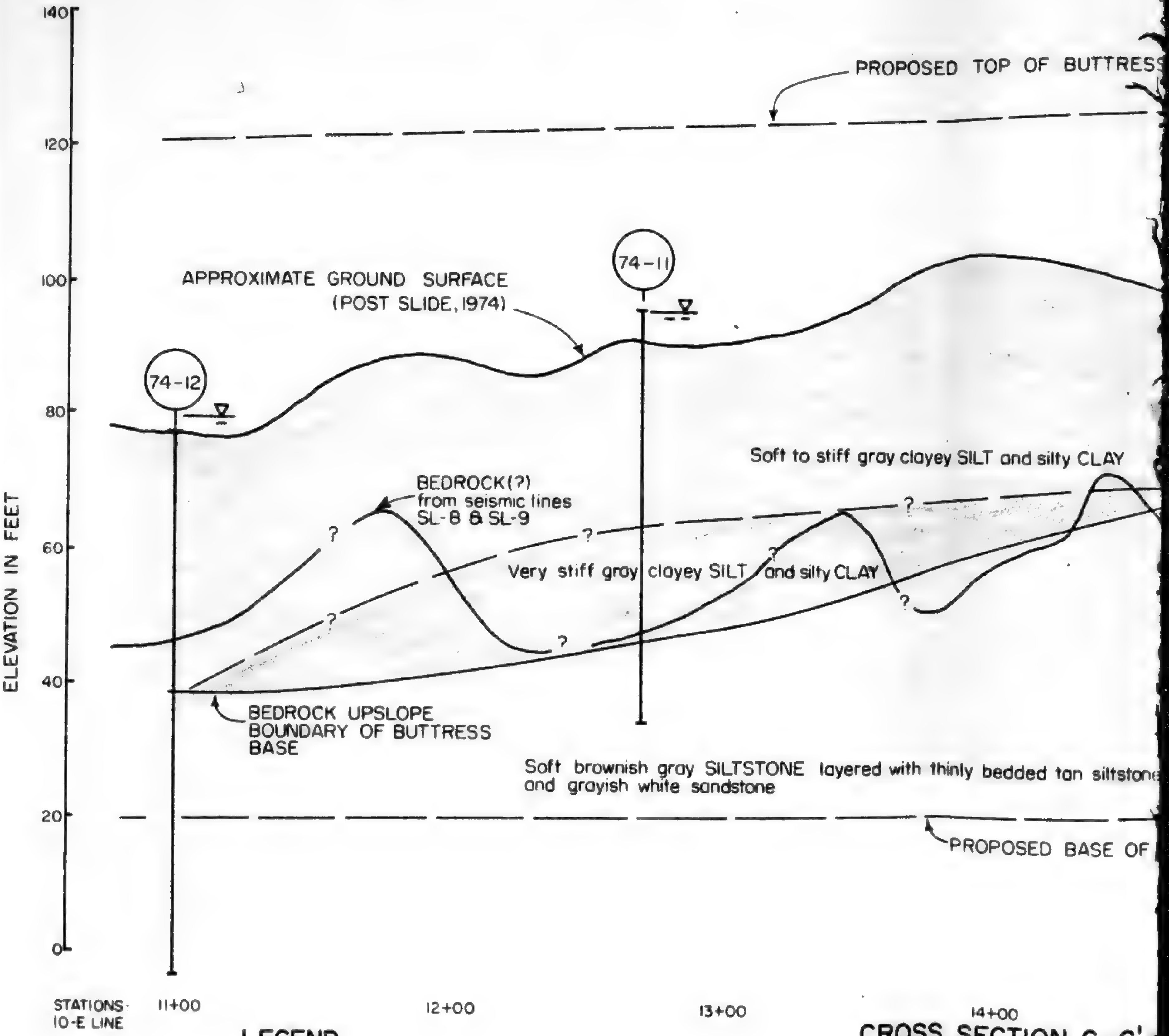
FIG.9


ELEVATION IN FEET
140
120
100
80
60
40
20
0
PROPOSED TOP OF BUTTRESS
APPROXIMATE GROUND SURFACE (POST SLIDE, 1974)
74-11
74-12
Soft to stiff gray clayey SILT and silty CLAY
BEDROCK(?) from seismic lines SL-8 & SL-9
?
Very stiff gray clayey SILT and silty CLAY
BEDROCK UPSLOPE BOUNDARY OF BUTTRESS BASE
Soft brownish gray SILTSTONE layered with thinly bedded tan siltstone and grayish white sandstone
PROPOSED BASE OF
STATIONS 10-E LINE
11+00
12+00
13+00
14+00

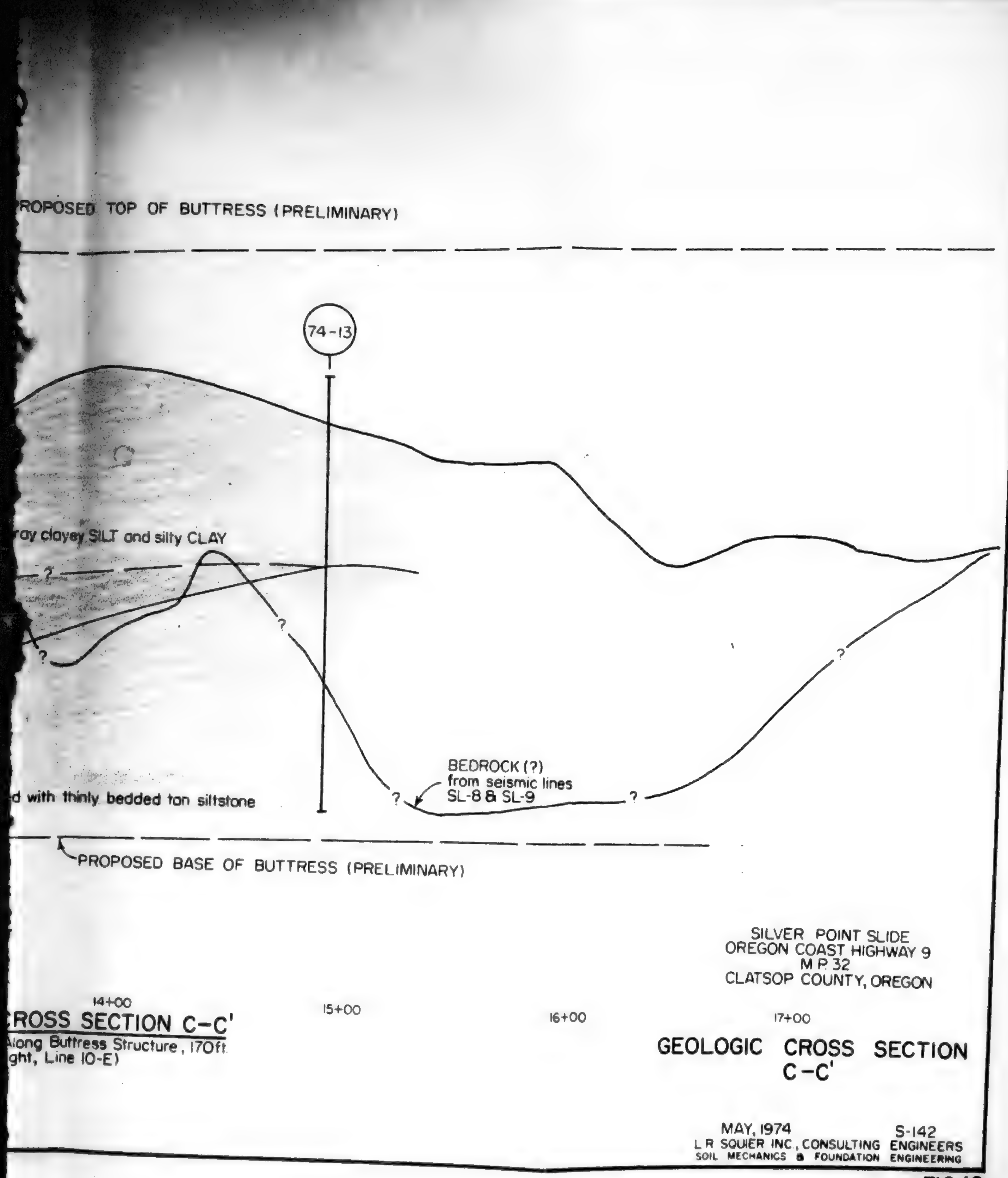
LEGEND

(74-11) Borings made by the Oregon State Highway Department under the supervision of L.R Squier, Inc., between March 22 and April 12, 1974

▽ Groundwater levels measured in Slope Indicator casing on May 15, 1974

CROSS SECTION C–C'

(Along Buttress Structure, 170ft right, Line 10-E)


PROPOSED TOP OF BUTTRESS (PRELIMINARY)
74-13
ray clayey SILT and silty CLAY
?
?
?
?
BEDROCK (?)
from seismic lines
SL-8 & SL-9
?
?
d with thinly bedded tan siltstone
PROPOSED BASE OF BUTTRESS (PRELIMINARY)
14+00
15+00
16+00
17+00

CROSS SECTION C–C'

Along Buttress Structure, 170ft.
ght, Line 10-E)

SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M.P. 32
CLATSOP COUNTY, OREGON

GEOLOGIC CROSS SECTION
C–C'

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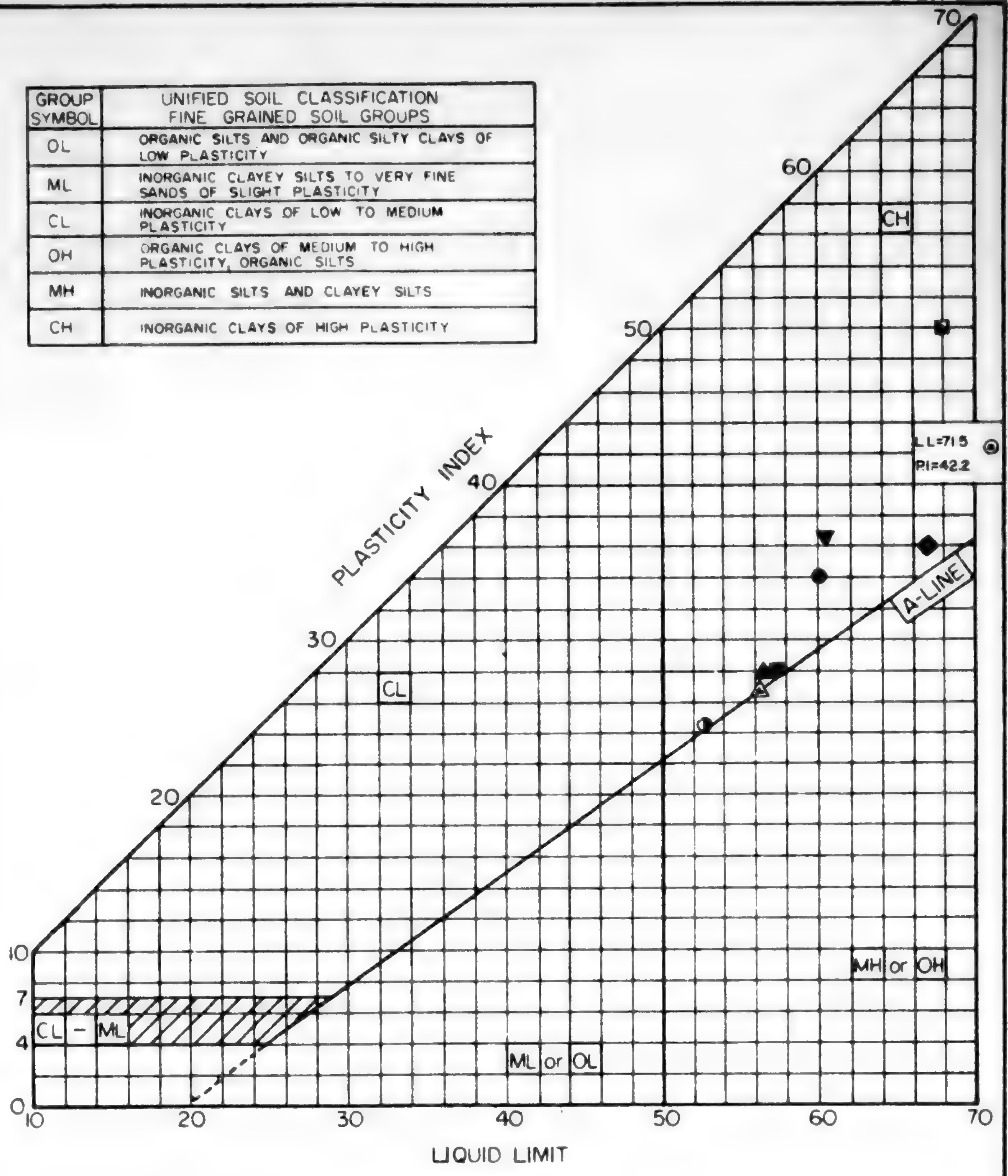
FIG. 10

GROUP SYMBOL	UNIFIED SOIL CLASSIFICATION FINE GRAINED SOIL GROUPS
OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
ML	INORGANIC CLAYEY SILTS TO VERY FINE SANDS OF SLIGHT PLASTICITY
CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY
OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS
MH	INORGANIC SILTS AND CLAYEY SILTS
CH	INORGANIC CLAYS OF HIGH PLASTICITY



TEST SYMBOL	BORING	SAMPLE	NATURAL W.C. (%)	DESCRIPTION
●	74-2A	S-6	33.2	Gray silty CLAY
■	74-2A	S-9	34.2	Gray silty CLAY & clayey SILT
▲	74-4A	S-3	36.3	Gray silty CLAY & clayey SILT
▼	74-4A	S-5	26.9	Gray silty CLAY
◆	74-9	S-7	36.1	Brownish gray silty CLAY
◎	74-9	S-9	42.2	Brown silty CLAY
△	74-10	S-6	31.1	Gray clayey SILT
◐	74-10	S-20a	28.6	Gray silty CLAY
◪	74-12	S-9	46.8	Brown silty CLAY

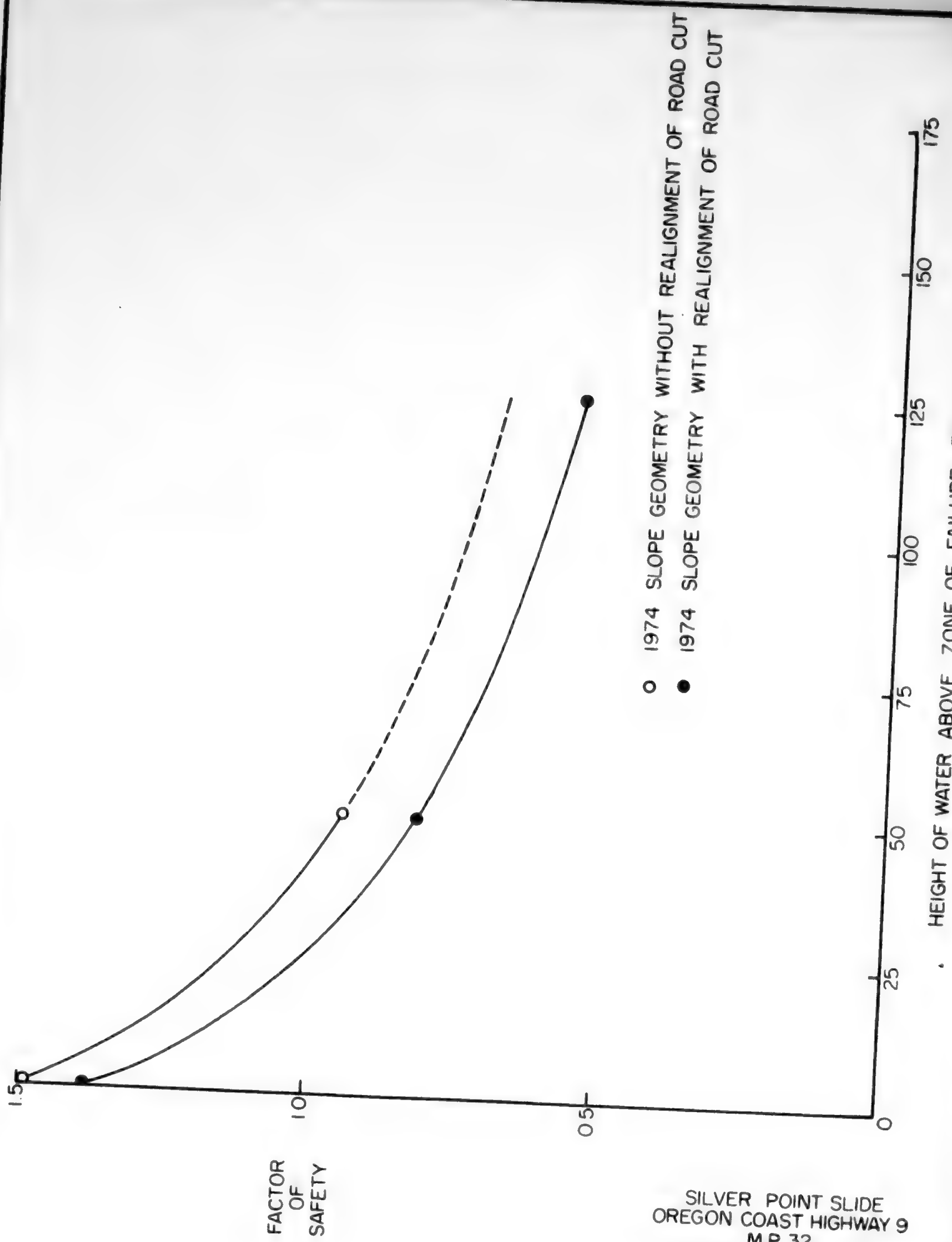
SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M.P. 32
CLATSOP COUNTY, OREGON

PLASTICITY CHART

MAY, 1974 S-142

L.R. SQUIER INC., CONSULTING ENGINEERS
SOIL MECHANICS & FOUNDATION ENGINEERING

FIG. 11



SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M.P. 32
CLATSOP COUNTY, OREGON

STUDY OF FACTOR OF SAFETY, CROSS SECTION B-B'

MAY, 1974 S-142

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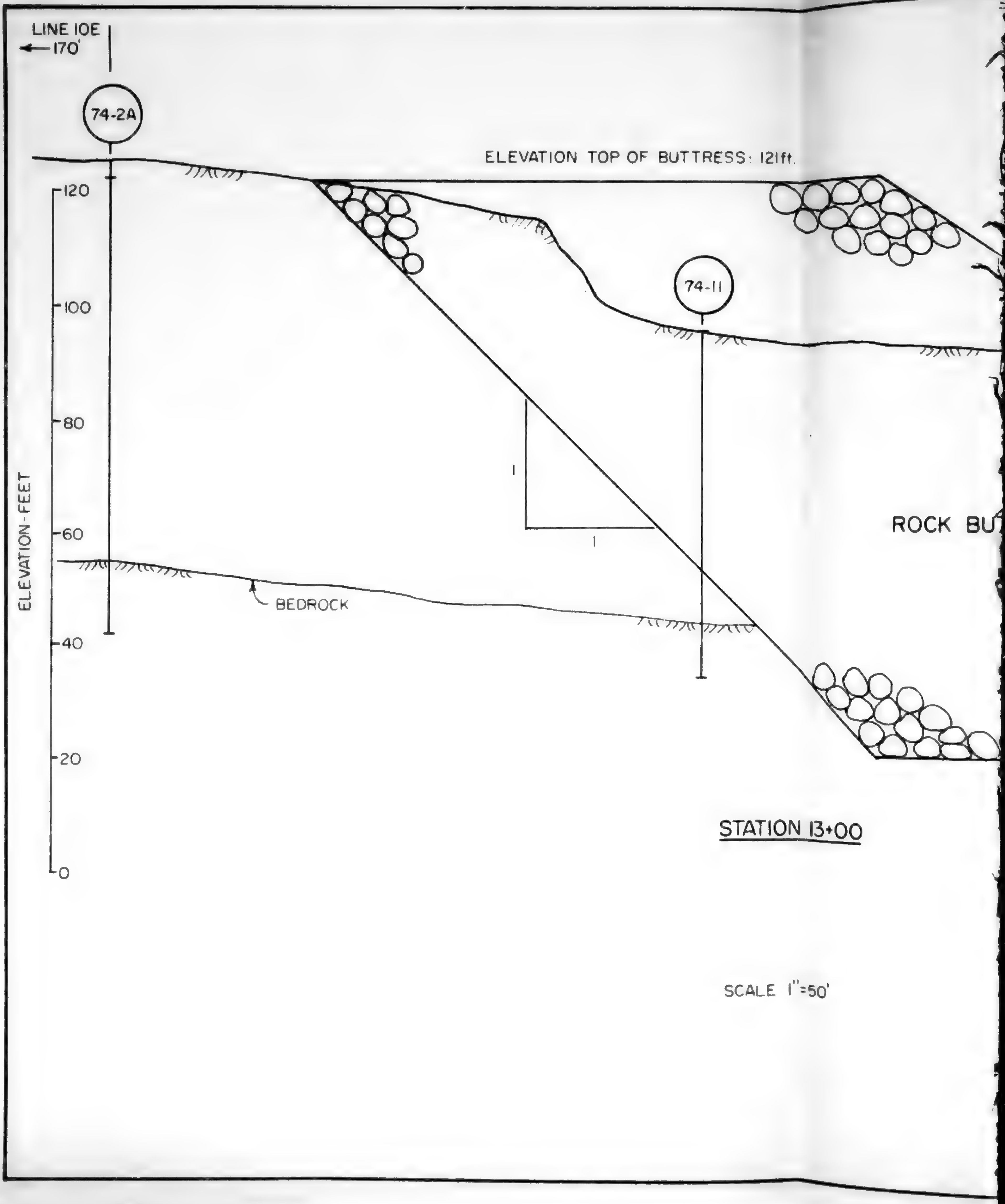
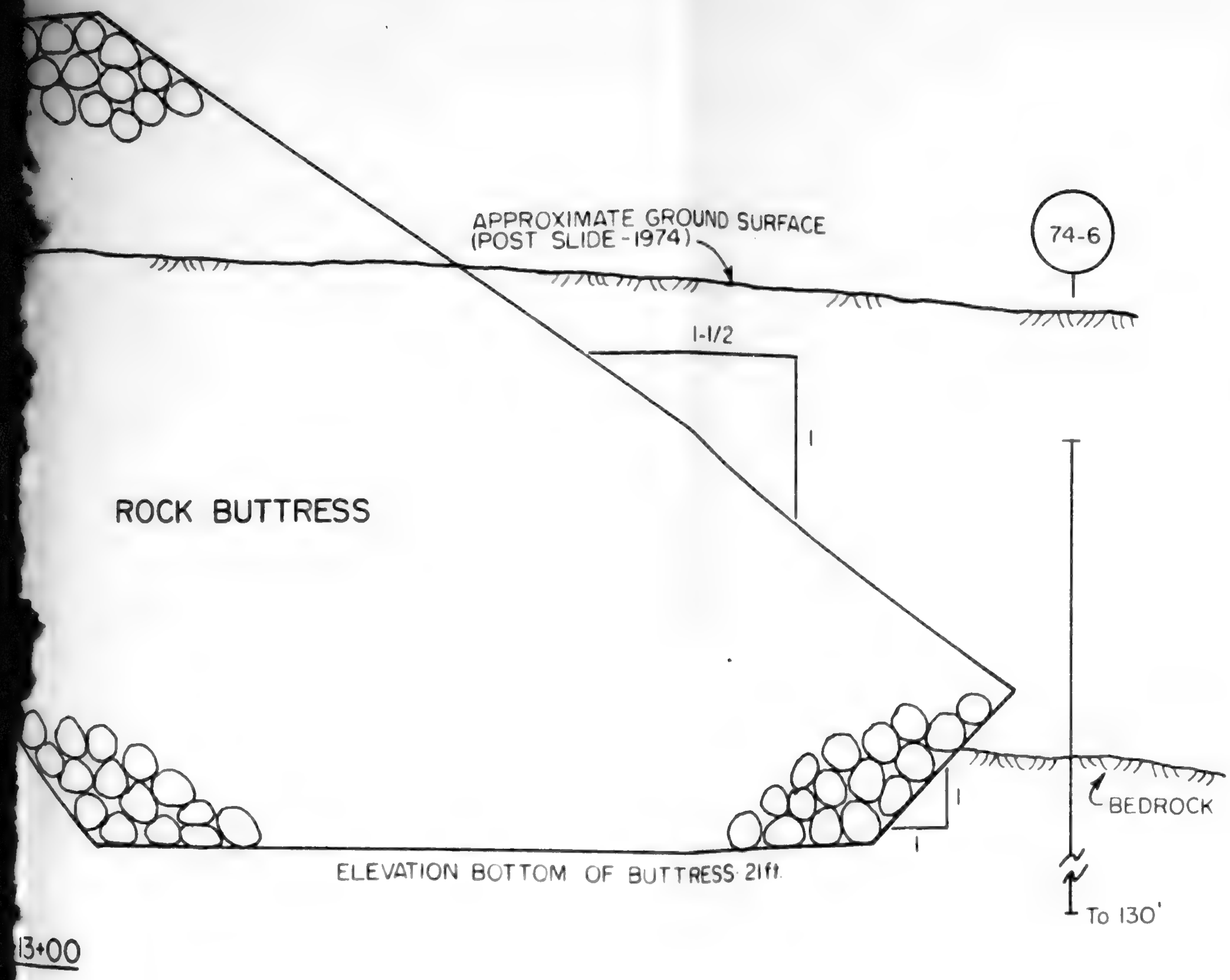
FIG. 12


LINE 10E
170'
74-2A
ELEVATION TOP OF BUTTRESS: 121ft.
74-11
120
100
80
60
40
20
0
ELEVATION-FEET
1
1
ROCK BU
BEDROCK
STATION 13+00
SCALE 1"=50'



APPROXIMATE GROUND SURFACE
(POST SLIDE - 1974)
74-6
1-1/2
1
ROCK BUTTRESS
1
1
BEDROCK
ELEVATION BOTTOM OF BUTTRESS 21ft.
To 130'
13+00

50'

SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M P 32
CLATSOP COUNTY, OREGON

PRELIMINARY CROSS SECTION ROCK BUTTRESS STA. 13+00

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SOIL MECHANICS & FOUNDATION ENGINEERING

FIG. 13

APPENDIX A
FIELD EXPLORATIONS

FIELD EXPLORATIONS

General

The field explorations that have been completed to date (May, 1974) were conducted in three phases, designated Phase I, II and III. The work accomplished in each phase is discussed below.

Phase I

The first phase of field explorations was conducted under the direct supervision of the Soils Division of the Oregon State Highway Department. The Phase I work consisted of drilling eight (8) borings, the installation of slope indicator tubes in six (6) of the eight (8) borings, and six (6) seismic refraction profiles. The location of the borings and the seismic lines are shown in the Site Plan, Figure 7. The letter symbol "S" alongside of a boring location symbol indicates that a slope indicator was installed in the boring. The field work was accomplished between February 15 and March 7, 1974.

Borings The borings completed in this phase of the investigation were made primarily to permit the installation of slope indicator tubes. The depths of these borings varied from 19 feet in boring 74-8 to 138 feet in boring 74-5.

The borings were made using Mobile B-40 drill rigs supplied by the Oregon State Highway Department. The drilling and field work was performed under the direction of Messrs. Fretwell and West.

As the primary purpose of these holes was to install slope indicator tubes, all of the borings except 74-6, were advanced with a 4 inch O.D.

continuous flight solid steel auger. The holes were augered until essentially refusal conditions were encountered or until sufficient penetration had been achieved into apparently competent materials. The boring logs that were prepared were based on the auger cuttings and the observations of the driller with respect to "drillability". These logs are presented in Figures 1A through 6A, this Appendix.

Boring 74-6 was completed using an HQ wireline coring technique instead of a 4 inch O.D. solid steel auger. This coring technique produces a 2.5 inch diameter core. There was little or no soil samples, i.e., core, recovered from the 38.0 feet of overburden that overlies the bedrock at this location. However, once bedrock was encountered, excellent core recovery resulted. Several days after the drilling was completed, the core from the boring was logged by a soils engineer from our firm. The log of boring 74-6 is presented in Figure 7A of this Appendix.

Slope Indicators Slope indicator tubes were installed in borings 74-1 through 74-6. The slope indicators are essentially, Soiltest, Inc., type instruments. The slope indicator tubes also act as observation wells, since the casing joints were left slightly open and the casings were backfilled with sand. Both the perforations and the sand backfill allow the infiltration of water into the tubes.

Geophysical Exploration A total of six seismic refraction lines, designated SL-1 through SL-6, were run by State Highway department personnel. The locations of the seismic lines are shown on the Site Plan, Figure 7. The seismic lines were made in order to obtain an approximate depth to bedrock. The velocity profiles resulting from this survey are presented in Figures 15A through 20A of this Appendix.

Phase II

The second phase of the explorations was undertaken under our direction. The additional explorations were requested as a result of a careful analysis of the information obtained in Phase I and, also, as a result of two site visits. This phase of exploration included five (5) borings, two (2) slope indicator installations, one (1) observation well and three (3) seismic refraction lines. The locations of the borings, designated 74-2A, 74-4A and 74-9 through 74-11 and the seismic refraction lines, designated SL-7 through SL-9, are shown in the Site Plan, Figure 7.

Borings Borings 74-2A and 74-4A were essentially "redrills" of borings 74-2 and 74-4. Redrilling was undertaken in order to obtain detailed information, i.e., both subsurface conditions and materials, at or near the zones of failure observed in the Phase I slope indicators. The three additional borings, 74-9 to 74-11, were made to investigate in some detail the subsurface conditions and the materials comprising the landslide, elsewhere. The borings ranged in depth from 160.0 feet in boring 74-10 to 61 feet in boring 74-11. In all cases the borings extended through the overburden soils and penetrated sound bedrock a minimum distance of 10 feet. The borings were made in the period from March 21 to March 28, 1974.

The drilling was accomplished with Mobile B-40 drill rigs. One of the drill rigs was tractor-mounted in order to gain access to boring 74-9. The drilling, sampling, and field testing were observed and/or conducted by a soils engineer from our staff. The soils engineer maintained a detailed log of each boring, which recorded the classification and condition of each soil sample, and, also, all the field test data.

The sampling program, both depths and types of samples, was planned, in part, from a study of the slope indicator data, dated March 13, 1974.

The sampling program consisted of taking either disturbed split spoon samples or undisturbed Shelby tube samples in the overburden soils and HQ core samples in the bedrock. The maximum sample interval in the overburden soils was five feet and the bedrock was cored continuously. At the depths that appeared to have experienced motion, as revealed by the slope indicator data, undisturbed Shelby tube samples were taken at more frequent intervals.

All of the undisturbed soil samples were obtained with 3 inch O.D. thin-walled Shelby tubes. Torvane tests were performed on the ends of the Shelby tube samples to determine magnitudes of undrained shear strength and to assist in the description of soil consistency, i.e., soft, stiff and similar. The Shelby tube samples were then sealed with wax and returned to our laboratory for additional physical testing, such as unconfined compression testing and unit weight determinations.

The standard penetration test was performed simultaneously with obtaining the split spoon samples. Jar samples of representative materials were obtained from each of the disturbed samples and from selected pieces of the HQ core.

Torvane tests were also performed on the softer pieces of HQ core. Afterwards, selected lengths of HQ core were wrapped in a layer of Saran wrap and then in a layer of cheese cloth for reinforcing. Then, the core was sealed with wax in order to preserve the natural moisture content and to prevent air slaking of the siltstone. The waxed samples were returned to our laboratory for additional physical testing, such as unconfined compression, residual shear strength, and unit weight determinations.

The logs of borings 74-2A, 74-4A and 74-9 through 74-11 are presented in Figures 8A through 12A at the end of this Appendix. Each log shows the classification of the various soils and rock types sampled and the depths at which they were encountered. To the right of the verbal description of the soils are plotted the results of the standard penetration, Torvane, unconfined compression and the water content tests. The heavy black vertical line on the far left of the logs indicates a slope indicator. The depth to the measured groundwater levels, along with the date of the measurements, are also presented to the far left of the logs, where appropriate.

Slope Indicators Slope indicator tubes were installed in borings 74-9 and 74-10 in order to determine the zones of failure in the portion of the slide that lies east of the roadway. Combined with the slope indicator data obtained in Phase I, the slope indicators in 74-9 and 74-10 were planned to better define the geometry of the landslide, particularly the depth and inclination of the basal failure plane.

Geophysical At first, a possible buttress location east of the roadway was considered. Borings 74-9 and 74-10 were located on the centerline of the possible buttress. In addition, three seismic lines were proposed to provide additional information regarding the depth to bedrock along the buttress centerline and uphill from the buttress, i.e., east through boring 74-10. However, the information gained in borings 74-9 and 74-10 indicated that a buttress uphill of the highway was not feasible due to the excessive depth of overburden over bedrock. Consequently, the two seismic lines, Sl-8 and SL-9, that were proposed to be run approximately north-south through borings 74-9 and 74-10, were shifted to the west and below the existing highway. The revised locations of the two seismic lines were along the centerline of an alternate buttress location. The Site Plan, Figure 7, shows the locations of seismic lines, SL-7 through SL-9. The velocity profiles of SL-7 through SL-9 are presented on Figures 21A through 23A.

Phase III

The third phase of the explorations was undertaken to further investigate the possibility of locating a buttress downslope of the highway, along a line 170 feet west of and parallel to line 10-E. Seismic lines SL-8 and SL-9 were relocated to run approximately along the buttress alignment. However, borings were required, in our opinion, to investigate the nature of the overburden, the physical characteristics of the soil/rock contact and the competency of the bedrock. It was originally proposed to make three additional borings along the proposed new buttress alignment, however, one of the locations was completely inaccessible and the drilling was postponed.

Borings The borings in the third phase of this investigation, designated 74-12 and 74-13, were also carried out under our direction. The drilling was accomplished by personnel of the Oregon State Highway Department using a Mobile B-40 drill rig. The drilling, sampling and field testing were observed and/or conducted by a soils engineer from our staff. The soils engineer maintained a detailed log of each boring, which recorded the classification and condition of each soil/rock sample and all of the field test data.

The sampling interval remained the same as in Phase II, i.e., a maximum of 5 feet in the overburden soils; however, in lieu of undisturbed Shelby tube samples, split-spoon samples were obtained.

Jar samples of representative materials were obtained from the split-spoon sampler and from selected pieces of the HQ core. Torvane tests were performed on the softer pieces of the HQ core and selected pieces of the core were preserved by waxing, as was previously described. All of the samples were returned to our laboratory for further testing and detailed visual examination.

The logs of borings 74-12 and 74-13 are presented in Figures 13A and 14A, located at the end of this Appendix.

Slope Indicators A slope indicator was installed in boring 74-12. No further downslope motion may occur this Spring and Summer. However, movements may be initiated again by the fall and winter rains and valuable information on the depth of the failure plane as well as the magnitudes and rates of movement are potentially possible by continued monitoring of the slope indicator in boring 74-12.

Oregon State Highway Division
SOILS AND GEOLOGICAL EXPLORATION LOG

Project M.P. 32.0 SLIDE Date FEB. 1974
Highway OREGON COAST - #9 County CLATSOP
Hole Location PHOTO POINTS & NOTES AVAILABLE Prefix 4-4407-344
Engineer FRETWELL Driller PRODZINSKI Recorder WEST
Equipment Used 4" MOBILE AUGER.
Depth 118' Station ____ Ground Elev 113±
Purpose of Work SLOPE METER Water Level at Completion 114'
Drive sampler OD ____ ID ____ Hammer wt ____ Fall ____ Hole No. 74-1

Depth Sampled From	Depth Sampled To	Driving Resistance Blows/__in.	% Moisture	% Recovery	Depth Ft.	Description: Color, Plastic, Wet-Dry, Soft-Hard, % Water Return; Fresh-Weathered, Joints, Spacing, Broken, % Gravel, Sand, Silt and Clay
					0	GRAY SANDY CLAY. VERY PLASTIC AND VERY COHESIVE. USED WATER TO FACILITATE DRILLING OPERATIONS.
					78	SAME MATERIAL AS AT 0'-78'. BUT IT CONTAINS SCATTERED BASALT GRAVELS OR FLOAT. FREE WATER @ 78'-118'.
					118	REFUSAL ON BASALT FLOAT, OR IN-PLACE BASALT @ 118'. SWAMP GAS EMITTED FROM HOLE AFTER COMPLETION OF HOLE. INSTALLED 120' OF 1 3/4" ⊟. END OF HOLE

FIG. IA

Oregon State Highway Division
SOILS AND GEOLOGICAL EXPLORATION LOG

Project M.P. 32.0 SLIDE Date FEB. 1974
Highway OREGON COAST - #9 County CLATSOP
Hole Location PHOTO POINTS & NOTES AVAILABLE Prefix 4-4407-344
Engineer FRETWELL Driller PRODZINSKI Recorder WEST
Equipment Used 4" MOBILE AUGER
Depth 92' Station ____ Ground Elev 121.6
Purpose of Work SLOPE METER Water Level at Completion DRY
Drive sampler OD ____ ID ____ Hammer wt ____ Fall ____ Hole No. 74-2

Depth Sampled		Driving Resistance	% Moisture	% Recovery	Depth	Description
From	To	Blows/__in.			FT.	Color Plastic Wet-Dry Soft-Hard % Water Return Fresh-Weathered Joints, Spacing Broken % Gravel, Sand, Silt and Clay
					0	VERY PLASTIC BROWN SANDY CLAY. EASY DRILLING.
					30	BROKEN SHALES AND GRAY PLASTIC CLAYS. FREE H_2O.
					56	HARD SHALE. GRAY
					60	SOFT SHALE. FREE H_2O
					68	FIRM GRAY SHALE.
					76	VERY HARD MATERIAL WITH BASALT FLOAT OR GRAVEL. THIS MAY BE AN AGGLOMERATE.
					88	FRACTURED BASALT OR DENSE FLOAT.
					92	REFUSAL @ 92'. END OF HOLE SWAMP GAS NOTICED AT COMPLETION OF HOLE. USED 96' OF 1 3/4 ≡.

FIG.2A

Oregon State Highway Division
SOILS AND GEOLOGICAL EXPLORATION LOG

Project M. P. 32.0 SLIDE
Highway OREGON COAST - #9 Date FEB. 1974
Hole Location PHOTO POINTS & NOTES AVAILABLE County CLATSOP
Engineer FRETWELL Driller PARKS Prefix 4-4407-344
Equipment Used 4" MOBILE AUGER Recorder WEST
Depth 36 Station
Purpose of Work SLOPE METER Ground Elev 119±
Drive sampler OD ID Hammer wt Fall Water Level at Completion DRY
Hole No. 74-3

Depth Sampled From	Depth Sampled To	Driving Resistance Blows/__in.	% Moisture	% Recovery	Depth FT.	Description: Color, Plastic, Wet-Dry, Soft-Hard, % Water Return; Fresh-Weathered, Joints, Spacing, Broken, % Gravel, Sand, Silt and Clay
					0	
						GRAY CLAY. WET & SOFT.
					31	
						BROKEN BASALT OR HEAVY FLOAT
					36	REFUSAL @ 36'
						END OF HOLE
						MADE TWO OTHER ATTEMPTS AT DRILLING WITH REFUSAL AT THE SAME ELEVATION.
						USED 42' OF STEEL.

FIG. 3A

Oregon State Highway Division
SOILS AND GEOLOGICAL EXPLORATION LOG

Project M.P. 32.0 SLIDE Date FEB, 1974
Highway OREGON COAST County CLATSOP
Hole Location PHOTO POINTS & NOTES AVAILABLE Prefix 4-4407-144
Engineer FRETWELL Driller PARKS Recorder WEST
Equipment Used 4" MOBILE DRILL
Depth 76' Station ____ Ground Elev ____
Purpose of Work SLOPE METER Water Level at Completion DRY
Drive sampler OD ____ ID ____ Hammer wt ____ Fall ____ Hole No. 74-4

Depth Sampled		Driving Resistance Blows/__in.	% Moisture	% Recovery	Depth FT.	Description: Color, Plastic, Wet-Dry, Soft-Hard, % Water Return; Fresh-Weathered, Joints, Spacing, Broken, % Gravel, Sand, Silt and Clay
From	To					
					0	
						SOFT, WET GRAY CLAY.
						LOG AT 26'.
					36	DRY HARD GRAY SHALE.
						USED WATER TO DRILL.
					76	
						END OF HOLE
						USED 84' OF STEEL.

FIG.4A

Oregon State Highway Division
SOILS AND GEOLOGICAL EXPLORATION LOG

oject M.P. 32.0 SLIDE Date MARCH, 1974
Highway "OREGON COAST" - #9 County CLATSOP
Hole Location PHOTO POINTS & NOTES AVAILABLE Prefix 4-4407-344
Engineer FRETWELL Driller PRODZINSKI Recorder WEST
Equipment Used 4" MOBILE AUGER
Depth 138' Station ______ Ground Elev ______
Purpose of Work SLOPE METER Water Level at Completion 86'
Drive sampler OD ____ ID ____ Hammer wt ____ Fall ____ Hole No. 74-5

Depth Sampled From	Depth Sampled To	Driving Resistance Blows/__in.	% Moisture	% Recovery	Depth FT.	Description: Color, Plastic, Wet-Dry, Soft-Hard, % Water Return; Fresh-Weathered, Joints, Spacing, Broken, % Gravel, Sand, Silt and Clay
					0	
						SOFT WET GRAY CLAY.
						PLASTIC & COHESIVE.
					25	
						FIRM GRAY SHALE
						USED WATER TO DRILL.
					76	
						DRY HARD GRAY SHALE.
						WET ZONES.
					120	GRAY VOLCANIC SAND.
					138	END OF HOLE
						USED 144' OF STEEL.

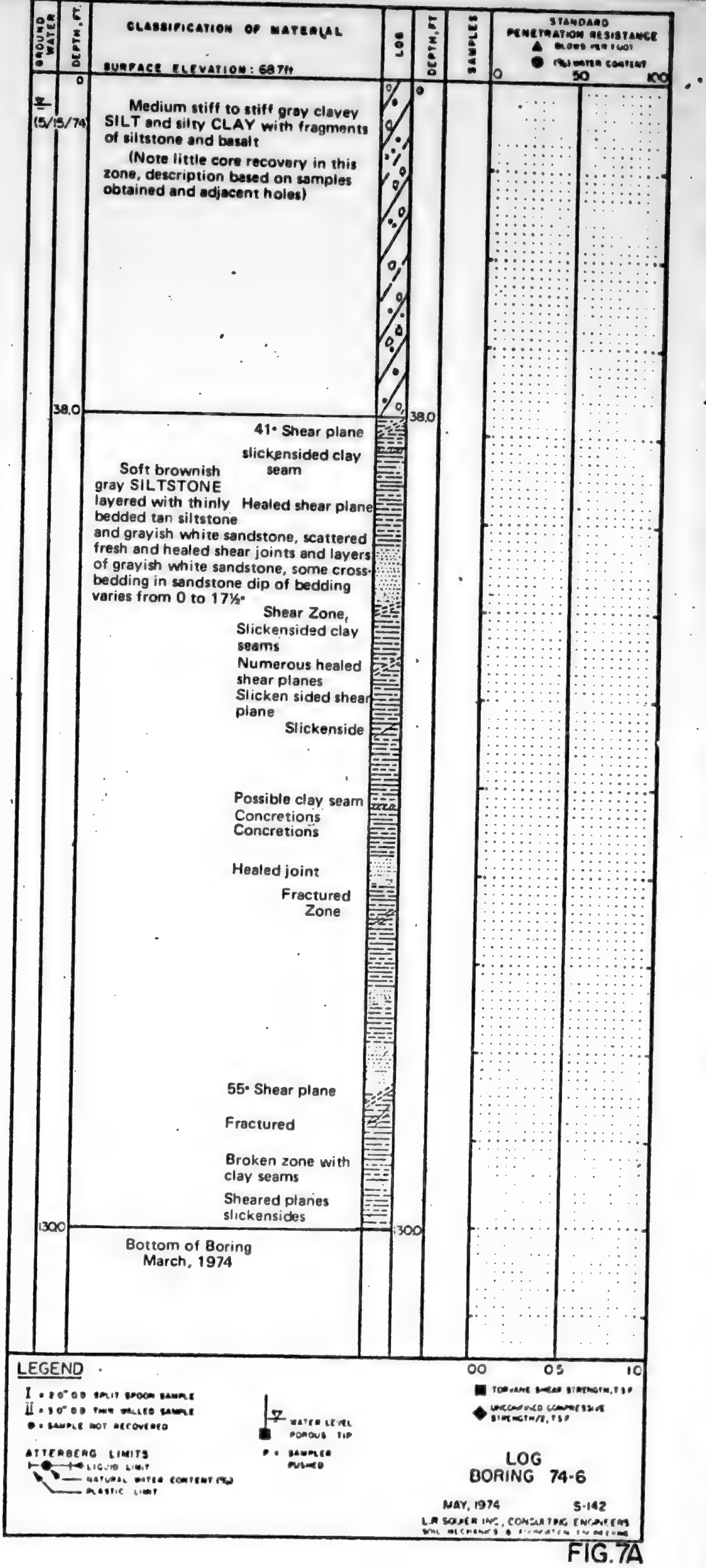
FIG. 5A

Oregon State Highway Division
SOILS AND GEOLOGICAL EXPLORATION LOG

oject M.P. 32.0 SLIDE Date MAR. 1974
Highway OREGON COAST - #9 County CLATSOP
Hole Location PHOTO POINTS & NOTES AVAILABLE Prefix 4-4407-344
Engineer FRETWELL Driller PARKS Recorder WEST
Equipment Used 4" MOBILE AUGER
Depth 19' & 40' Station ______ Ground Elev ______
Purpose of Work SLIP PLANE Water Level at Completion ______
Drive sampler OD ____ ID ____ Hammer wt ____ Fall ____ Hole No. 74-7 & 74-8

Depth Sampled		Driving Resistance Blows/__in.	% Moisture	% Recovery	Depth FT.	Description Color Plastic Wet-Dry Soft-Hard % Water Return Fresh-Weathered Joints, Spacing Broken % Gravel, Sand, Silt and Clay
From	To					
						HOLE #74-8
					0	
						BROWN SILTY CLAY WITH
						BROKEN BASALT, FLOAT OR
						FILL ROCK. WET.
					6	
						BROWN & GRAY PLASTIC
						CLAY. WET.
					15	
						BROKEN BASALT OR FLOAT.
					19	
						REFUSAL @ 19'.
						END OF HOLE
						HOLE #74-7
					0	
						WET BROWN PLASTIC SILTY
						CLAY.
					6	
						GRAY - BLUE CLAY. PLASTIC
					28	
						FIRM GRAY SHALE.
					40	
						END OF HOLE

FIG. 6A



GROUND WATER | DEPTH, FT. | CLASSIFICATION OF MATERIAL | LOG | DEPTH, FT | SAMPLES | STANDARD PENETRATION RESISTANCE

SURFACE ELEVATION: 687ft

▲ BLOWS PER FOOT

● (%) WATER CONTENT

0 50 100

0

▽ (5/15/74)

Medium stiff to stiff gray clavey SILT and silty CLAY with fragments of siltstone and basalt

(Note little core recovery in this zone, description based on samples obtained and adjacent holes)

38.0

Soft brownish gray SILTSTONE layered with thinly bedded tan siltstone and grayish white sandstone, scattered fresh and healed shear joints and layers of grayish white sandstone, some cross-bedding in sandstone dip of bedding varies from 0 to 17½°

41° Shear plane

slickensided clay seam

Healed shear plane

Shear Zone, Slickensided clay seams

Numerous healed shear planes

Slicken sided shear plane

Slickenside

Possible clay seam

Concretions

Concretions

Healed joint

Fractured Zone

55° Shear plane

Fractured

Broken zone with clay seams

Sheared planes slickensides

130.0

Bottom of Boring
March, 1974

LEGEND

I = 2.0" O.D. SPLIT SPOON SAMPLE

II = 3.0" O.D. THIN WALLED SAMPLE

⊗ = SAMPLE NOT RECOVERED

ATTERBERG LIMITS

LIQUID LIMIT

NATURAL WATER CONTENT (%)

PLASTIC LIMIT

▽ WATER LEVEL

■ POROUS TIP

P = SAMPLER PUSHED

0.0 0.5 1.0

■ TORVANE SHEAR STRENGTH, TSF

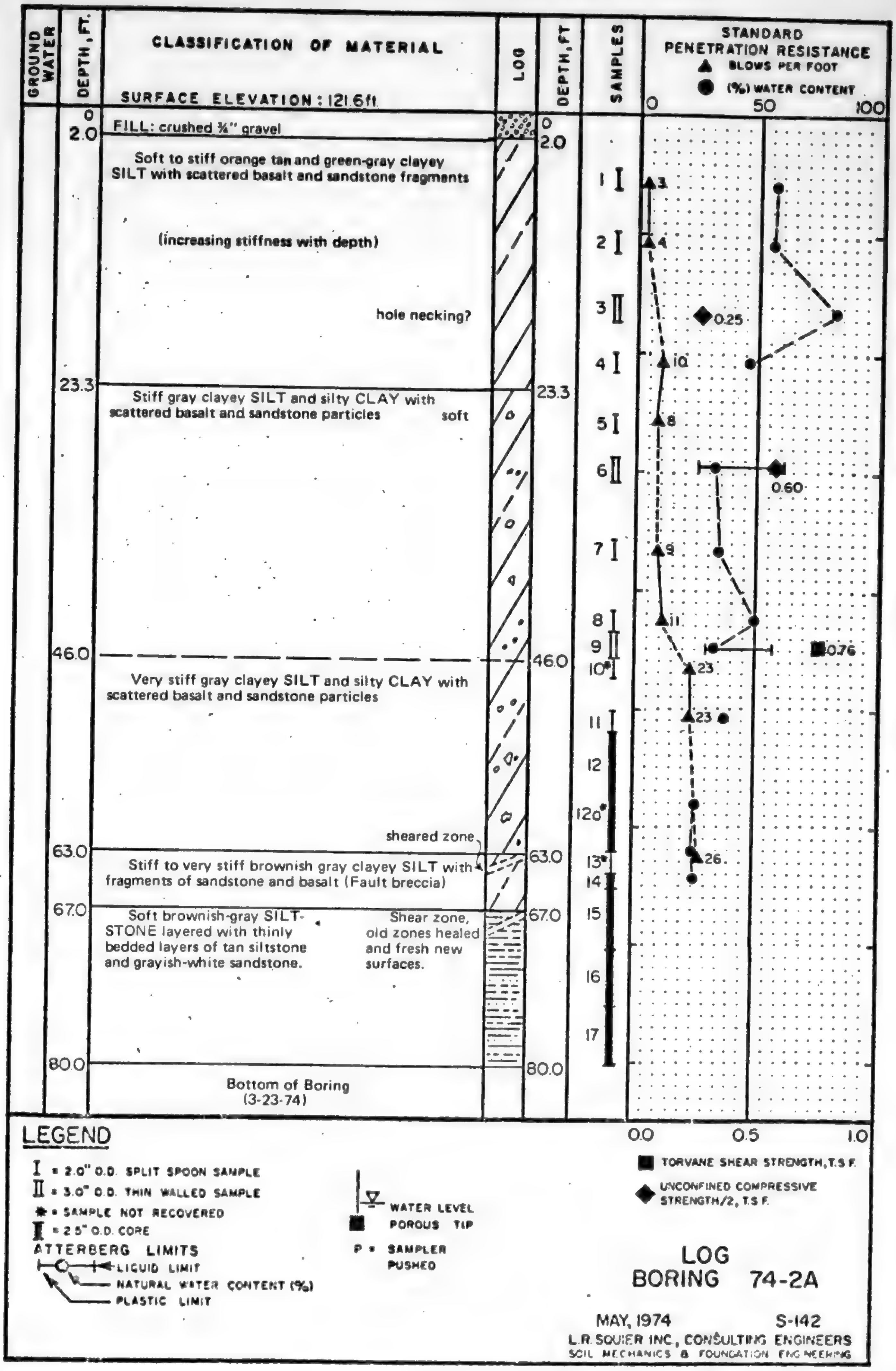
◆ UNCONFINED COMPRESSIVE STRENGTH/2, TSF

LOG
BORING 74-6

MAY, 1974 S-142

L.R. SQUIER INC., CONSULTING ENGINEERS
SOIL MECHANICS & FOUNDATION ENGINEERING

FIG.7A



0 – 2.0 FILL: crushed ¾" gravel

2.0 – 23.3 Soft to stiff orange tan and green-gray clayey SILT with scattered basalt and sandstone fragments

(increasing stiffness with depth)

hole necking?

23.3 – 46.0 Stiff gray clayey SILT and silty CLAY with scattered basalt and sandstone particles soft

46.0 – 63.0 Very stiff gray clayey SILT and silty CLAY with scattered basalt and sandstone particles

sheared zone

63.0 – 67.0 Stiff to very stiff brownish gray clayey SILT with fragments of sandstone and basalt (Fault breccia)

67.0 – 80.0 Soft brownish-gray SILTSTONE layered with thinly bedded layers of tan siltstone and grayish-white sandstone.

Shear zone, old zones healed and fresh new surfaces.

80.0 Bottom of Boring (3-23-74)

LEGEND

I = 2.0" O.D. SPLIT SPOON SAMPLE
II = 3.0" O.D. THIN WALLED SAMPLE
* = SAMPLE NOT RECOVERED
I = 2.5" O.D. CORE
ATTERBERG LIMITS
LIQUID LIMIT
NATURAL WATER CONTENT (%)
PLASTIC LIMIT

▽ WATER LEVEL
■ POROUS TIP
P = SAMPLER PUSHED

■ TORVANE SHEAR STRENGTH, T.S.F.
◆ UNCONFINED COMPRESSIVE STRENGTH/2, T.S.F.

LOG
BORING 74-2A

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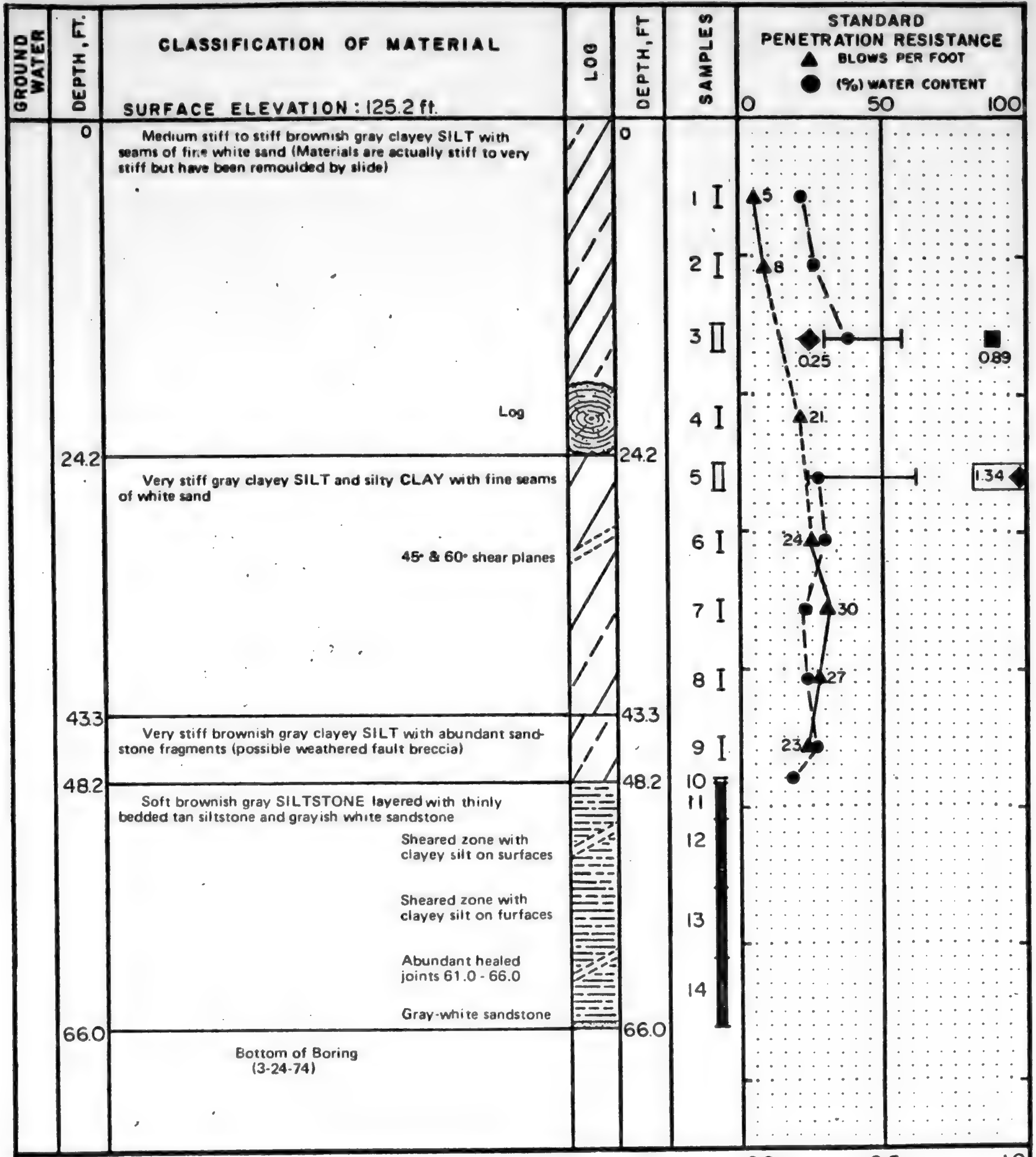
SOIL MECHANICS & FOUNDATION ENGINEERING

FIG. 8A



SURFACE ELEVATION: 125.2 ft.

DEPTH, FT.	CLASSIFICATION OF MATERIAL
0	Medium stiff to stiff brownish gray clayey SILT with seams of fine white sand (Materials are actually stiff to very stiff but have been remoulded by slide) Log
24.2	Very stiff gray clayey SILT and silty CLAY with fine seams of white sand 45° & 60° shear planes
43.3	Very stiff brownish gray clayey SILT with abundant sandstone fragments (possible weathered fault breccia)
48.2	Soft brownish gray SILTSTONE layered with thinly bedded tan siltstone and grayish white sandstone Sheared zone with clayey silt on surfaces Sheared zone with clayey silt on furfaces Abundant healed joints 61.0 - 66.0 Gray-white sandstone
66.0	Bottom of Boring (3-24-74)

LEGEND

I = 2.0" O.D. SPLIT SPOON SAMPLE
II = 3.0" O.D. THIN WALLED SAMPLE
✱ = SAMPLE NOT RECOVERED
▮ = 2.5" O.D. CORE

ATTERBERG LIMITS
LIQUID LIMIT
NATURAL WATER CONTENT (%)
PLASTIC LIMIT

▽ WATER LEVEL
▮ POROUS TIP
P = SAMPLER PUSHED

■ TORVANE SHEAR STRENGTH, T.S.F.
◆ UNCONFINED COMPRESSIVE STRENGTH/2, T.S.F.

LOG
BORING 74-4A

MAY, 1974 S-142
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SOIL MECHANICS & FOUNDATION ENGINEERING

FIG. 9A

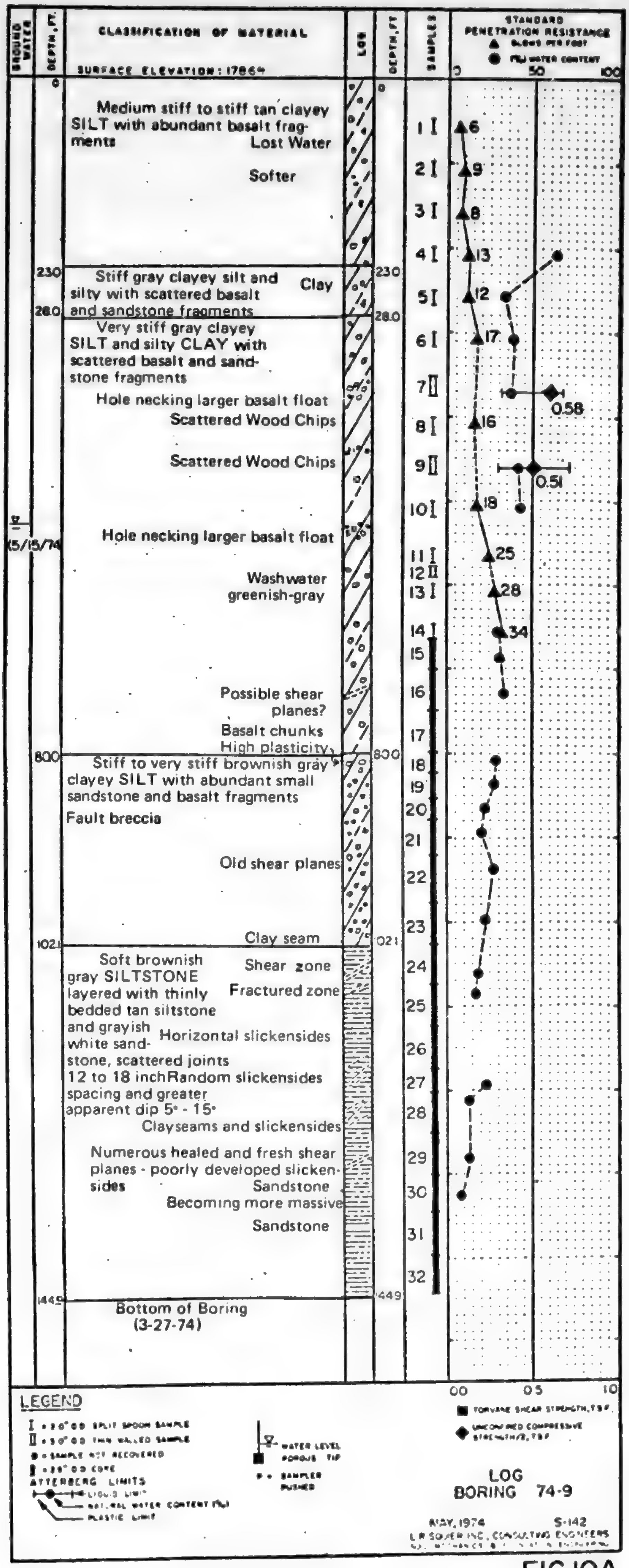
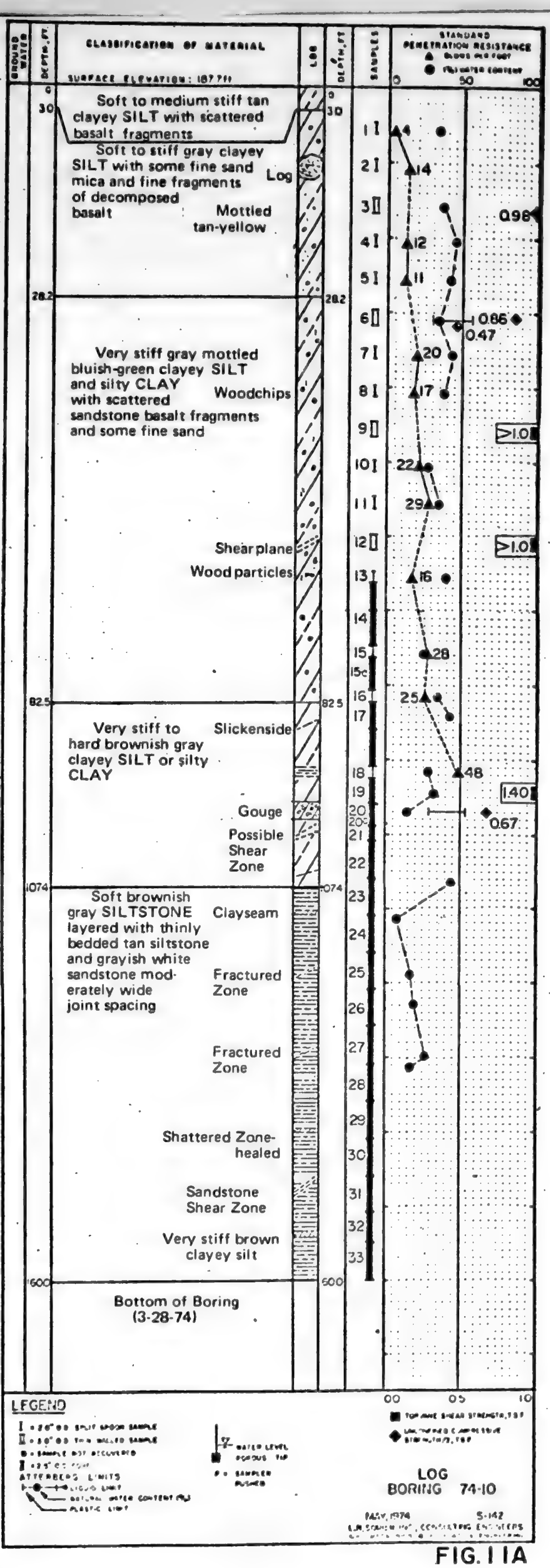

GROUND WATER
DEPTH, FT.
CLASSIFICATION OF MATERIAL
SURFACE ELEVATION: 1786±
LOG
DEPTH, FT.
SAMPLES
STANDARD PENETRATION RESISTANCE
▲ BLOWS PER FOOT
● (%) WATER CONTENT
0
50
100
0
Medium stiff to stiff tan clayey SILT with abundant basalt fragments
Lost Water
Softer
230
Stiff gray clayey silt and silty with scattered basalt and sandstone fragments
Clay
28.0
Very stiff gray clayey SILT and silty CLAY with scattered basalt and sandstone fragments
Hole necking larger basalt float
Scattered Wood Chips
Scattered Wood Chips
5/15/74
Hole necking larger basalt float
Washwater greenish-gray
Possible shear planes?
Basalt chunks
High plasticity
800
Stiff to very stiff brownish gray clayey SILT with abundant small sandstone and basalt fragments
Fault breccia
Old shear planes
Clay seam
102.1
Soft brownish gray SILTSTONE layered with thinly bedded tan siltstone and grayish white sandstone, scattered joints 12 to 18 inch spacing and greater apparent dip 5° - 15°
Shear zone
Fractured zone
Horizontal slickensides
Random slickensides
Clayseams and slickensides
Numerous healed and fresh shear planes - poorly developed slickensides
Sandstone
Becoming more massive
Sandstone
1449
Bottom of Boring
(3-27-74)
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32
6
9
8
13
12
17
0.58
16
0.51
18
25
28
34
0.0
0.5
1.0
LEGEND
I = 2.0" OD SPLIT SPOON SAMPLE
II = 3.0" OD THIN WALLED SAMPLE
● = SAMPLE NOT RECOVERED
▌ = 2.0" OD CORE
ATTERBERG LIMITS
LIQUID LIMIT
NATURAL WATER CONTENT (%)
PLASTIC LIMIT
WATER LEVEL
POROUS TIP
P = SAMPLER PUSHED
■ TORVANE SHEAR STRENGTH, TSF.
◆ UNCONFINED COMPRESSIVE STRENGTH/2, TSF
LOG
BORING 74-9
MAY, 1974
S-142
L.R. SQUIER INC., CONSULTING ENGINEERS

FIG.10A



Soft to medium stiff tan clayey SILT with scattered basalt fragments

Soft to stiff gray clayey SILT with some fine sand mica and fine fragments of decomposed basalt

Very stiff gray mottled bluish-green clayey SILT and silty CLAY with scattered sandstone basalt fragments and some fine sand

Very stiff to hard brownish gray clayey SILT or silty CLAY

Soft brownish gray SILTSTONE layered with thinly bedded tan siltstone and grayish white sandstone moderately wide joint spacing

Bottom of Boring (3-28-74)

LEGEND

I = 2.0" O.D. SPLIT SPOON SAMPLE
II = 3.0" O.D. THIN WALLED SAMPLE
● = SAMPLE NOT RECOVERED
▮ = 2.5" O.D. CORE
ATTERBERG LIMITS
LIQUID LIMIT
NATURAL WATER CONTENT (%)
PLASTIC LIMIT
WATER LEVEL
POROUS TIP
P = SAMPLER PUSHED

LOG
BORING 74-10

MAY, 1974
S-142
L.R. SQUIER INC., CONSULTING ENGINEERS

FIG. 11A

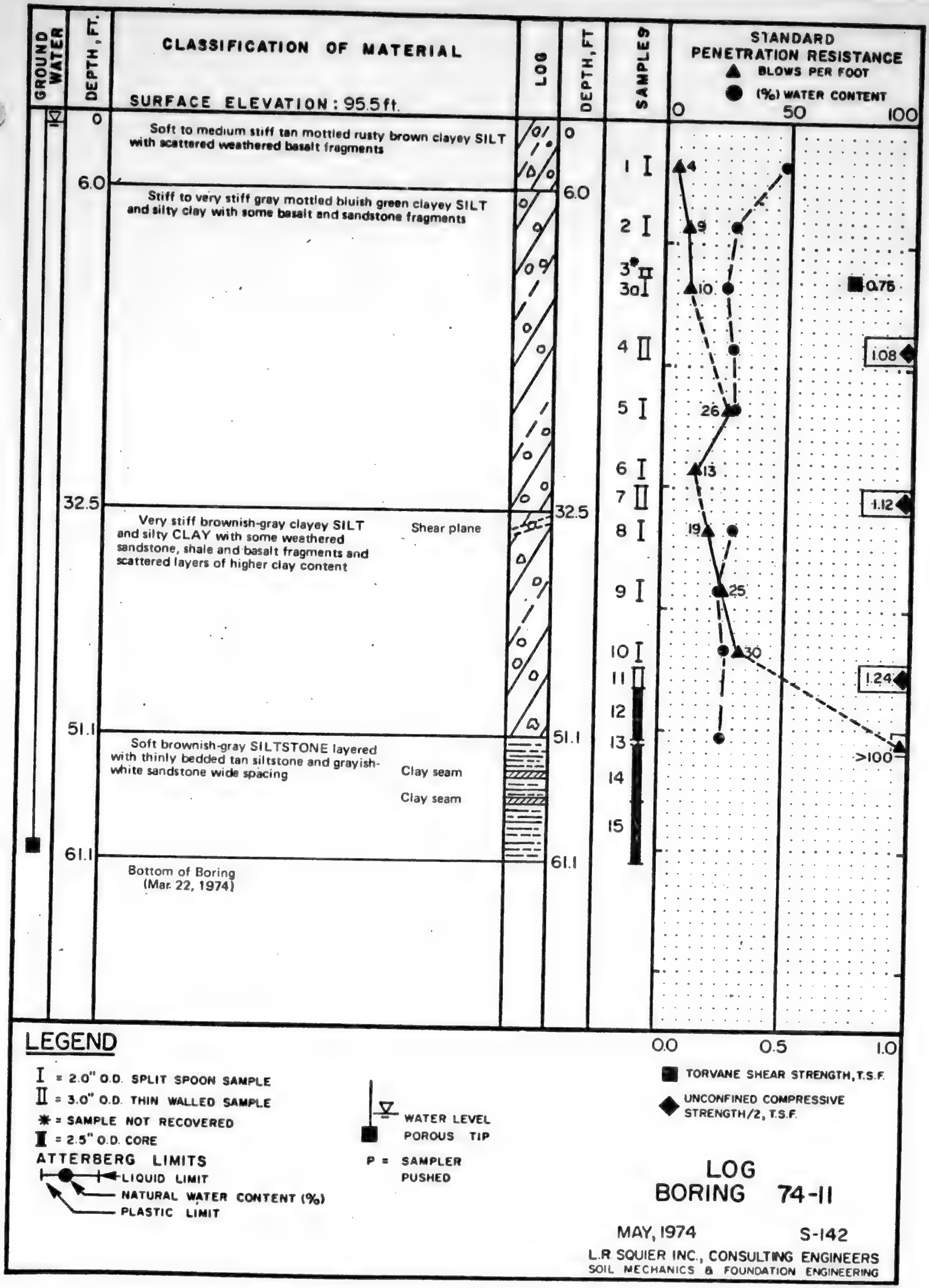
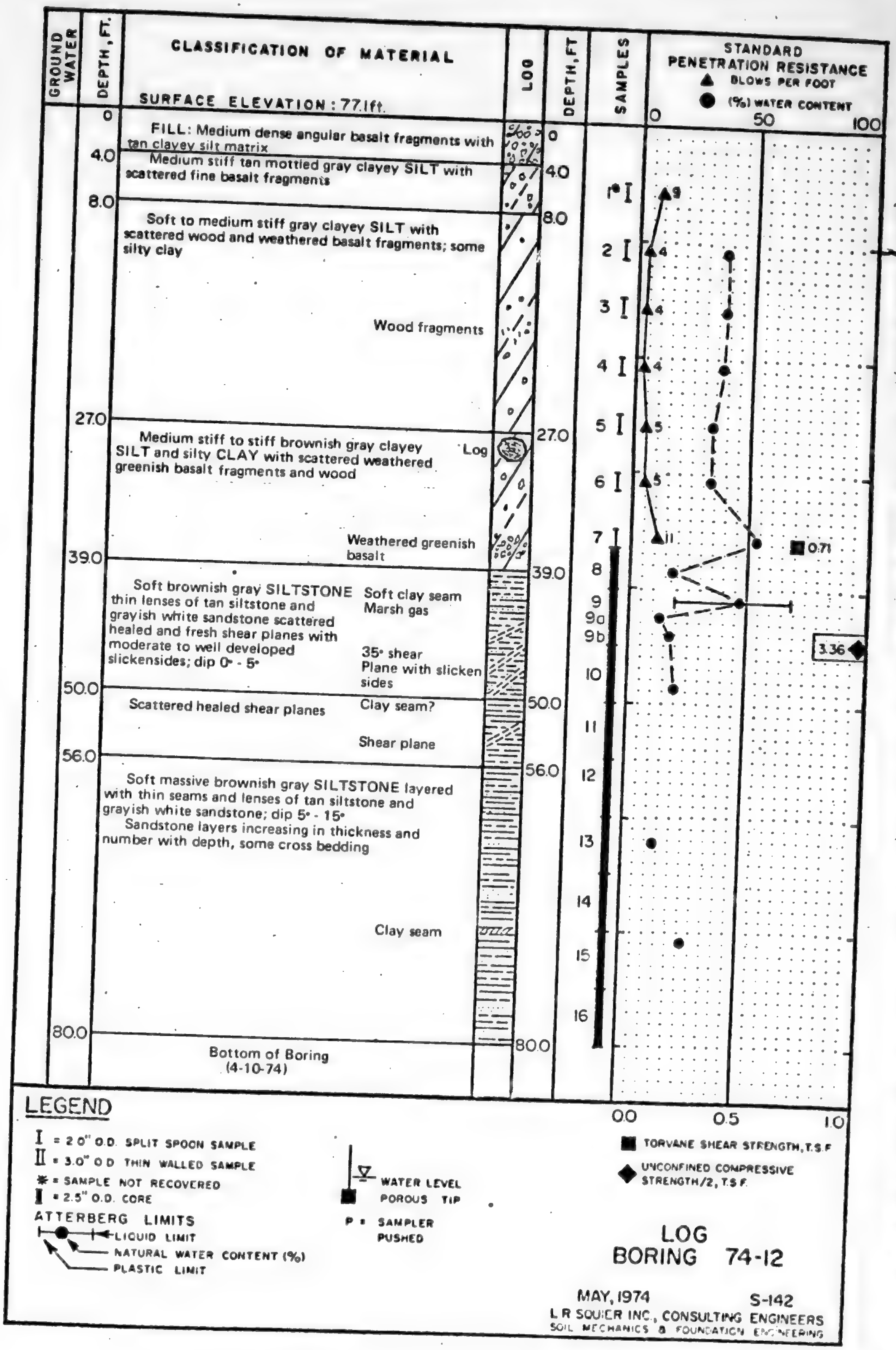

GROUND WATER
DEPTH, FT.
CLASSIFICATION OF MATERIAL
SURFACE ELEVATION: 95.5 ft.
LOG
DEPTH, FT
SAMPLES
STANDARD PENETRATION RESISTANCE
▲ BLOWS PER FOOT
● (%) WATER CONTENT
0 50 100
0
Soft to medium stiff tan mottled rusty brown clayey SILT with scattered weathered basalt fragments
6.0
Stiff to very stiff gray mottled bluish green clayey SILT and silty clay with some basalt and sandstone fragments
32.5
Very stiff brownish-gray clayey SILT and silty CLAY with some weathered sandstone, shale and basalt fragments and scattered layers of higher clay content
Shear plane
51.1
Soft brownish-gray SILTSTONE layered with thinly bedded tan siltstone and grayish-white sandstone wide spacing
Clay seam
Clay seam
61.1
Bottom of Boring (Mar. 22, 1974)
1 2 3* 3a 4 5 6 7 8 9 10 11 12 13 14 15
4
9
10
0.75
1.08
26
13
1.12
19
25
30
1.24
>100
0.0 0.5 1.0
LEGEND
I = 2.0" O.D. SPLIT SPOON SAMPLE
II = 3.0" O.D. THIN WALLED SAMPLE
* = SAMPLE NOT RECOVERED
▮ = 2.5" O.D. CORE
ATTERBERG LIMITS
LIQUID LIMIT
NATURAL WATER CONTENT (%)
PLASTIC LIMIT
WATER LEVEL
POROUS TIP
P = SAMPLER PUSHED
■ TORVANE SHEAR STRENGTH, T.S.F.
◆ UNCONFINED COMPRESSIVE STRENGTH/2, T.S.F.
LOG
BORING 74-11
MAY, 1974
S-142
L.R. SQUIER INC., CONSULTING ENGINEERS
SOIL MECHANICS & FOUNDATION ENGINEERING

FIG.12A



SURFACE ELEVATION: 77.1ft.

DEPTH, FT.	CLASSIFICATION OF MATERIAL		DEPTH, FT
0	FILL: Medium dense angular basalt fragments with tan clayey silt matrix		0
4.0	Medium stiff tan mottled gray clayey SILT with scattered fine basalt fragments		4.0
8.0	Soft to medium stiff gray clayey SILT with scattered wood and weathered basalt fragments; some silty clay	Wood fragments	8.0
27.0	Medium stiff to stiff brownish gray clayey SILT and silty CLAY with scattered weathered greenish basalt fragments and wood	Log Weathered greenish basalt	27.0
39.0	Soft brownish gray SILTSTONE thin lenses of tan siltstone and grayish white sandstone scattered healed and fresh shear planes with moderate to well developed slickensides; dip 0° - 5°	Soft clay seam Marsh gas 35° shear Plane with slicken sides	39.0
50.0	Scattered healed shear planes	Clay seam? Shear plane	50.0
56.0	Soft massive brownish gray SILTSTONE layered with thin seams and lenses of tan siltstone and grayish white sandstone; dip 5° - 15° Sandstone layers increasing in thickness and number with depth, some cross bedding	Clay seam	56.0
80.0	Bottom of Boring (4-10-74)		80.0

LEGEND

I = 2.0" O.D. SPLIT SPOON SAMPLE
II = 3.0" O.D THIN WALLED SAMPLE
* = SAMPLE NOT RECOVERED
▮ = 2.5" O.D. CORE

ATTERBERG LIMITS
LIQUID LIMIT
NATURAL WATER CONTENT (%)
PLASTIC LIMIT

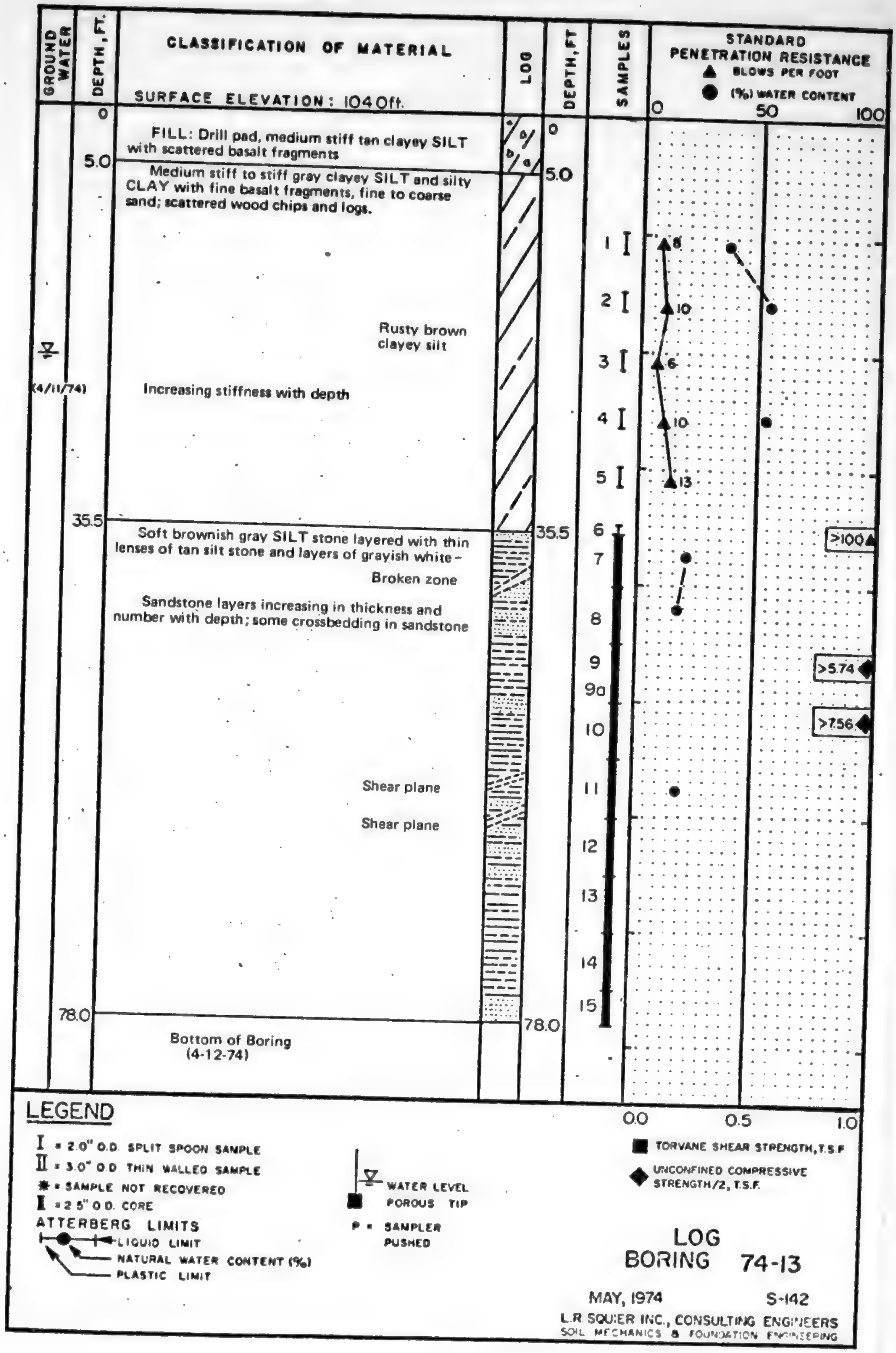
▽ WATER LEVEL
■ POROUS TIP
P = SAMPLER PUSHED

■ TORVANE SHEAR STRENGTH, T.S.F.
◆ UNCONFINED COMPRESSIVE STRENGTH/2, T.S.F.

LOG
BORING 74-12

MAY, 1974 S-142
L R SQUIER INC., CONSULTING ENGINEERS
SOIL MECHANICS & FOUNDATION ENGINEERING

FIG. 13A



SURFACE ELEVATION: 1040ft.

0 – FILL: Drill pad, medium stiff tan clayey SILT with scattered basalt fragments

5.0 – Medium stiff to stiff gray clayey SILT and silty CLAY with fine basalt fragments, fine to coarse sand; scattered wood chips and logs.

Rusty brown clayey silt

Increasing stiffness with depth

35.5 – Soft brownish gray SILT stone layered with thin lenses of tan silt stone and layers of grayish white –

Broken zone

Sandstone layers increasing in thickness and number with depth; some crossbedding in sandstone

Shear plane

Shear plane

78.0 – Bottom of Boring (4-12-74)

LEGEND

I = 2.0" O.D. SPLIT SPOON SAMPLE
II = 3.0" O.D. THIN WALLED SAMPLE
✱ = SAMPLE NOT RECOVERED
I = 2.5" O.D. CORE

ATTERBERG LIMITS
LIQUID LIMIT
NATURAL WATER CONTENT (%)
PLASTIC LIMIT

∇ WATER LEVEL
■ POROUS TIP
P = SAMPLER PUSHED

■ TORVANE SHEAR STRENGTH, T.S.F
◆ UNCONFINED COMPRESSIVE STRENGTH/2, T.S.F.

LOG
BORING 74-13

MAY, 1974 S-142

L.R. SQUIER INC., CONSULTING ENGINEERS
SOIL MECHANICS & FOUNDATION ENGINEERING

FIG.14A

NO. 340R-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH

EUGENE DIETZGEN CO.
MADE IN U. S. A.

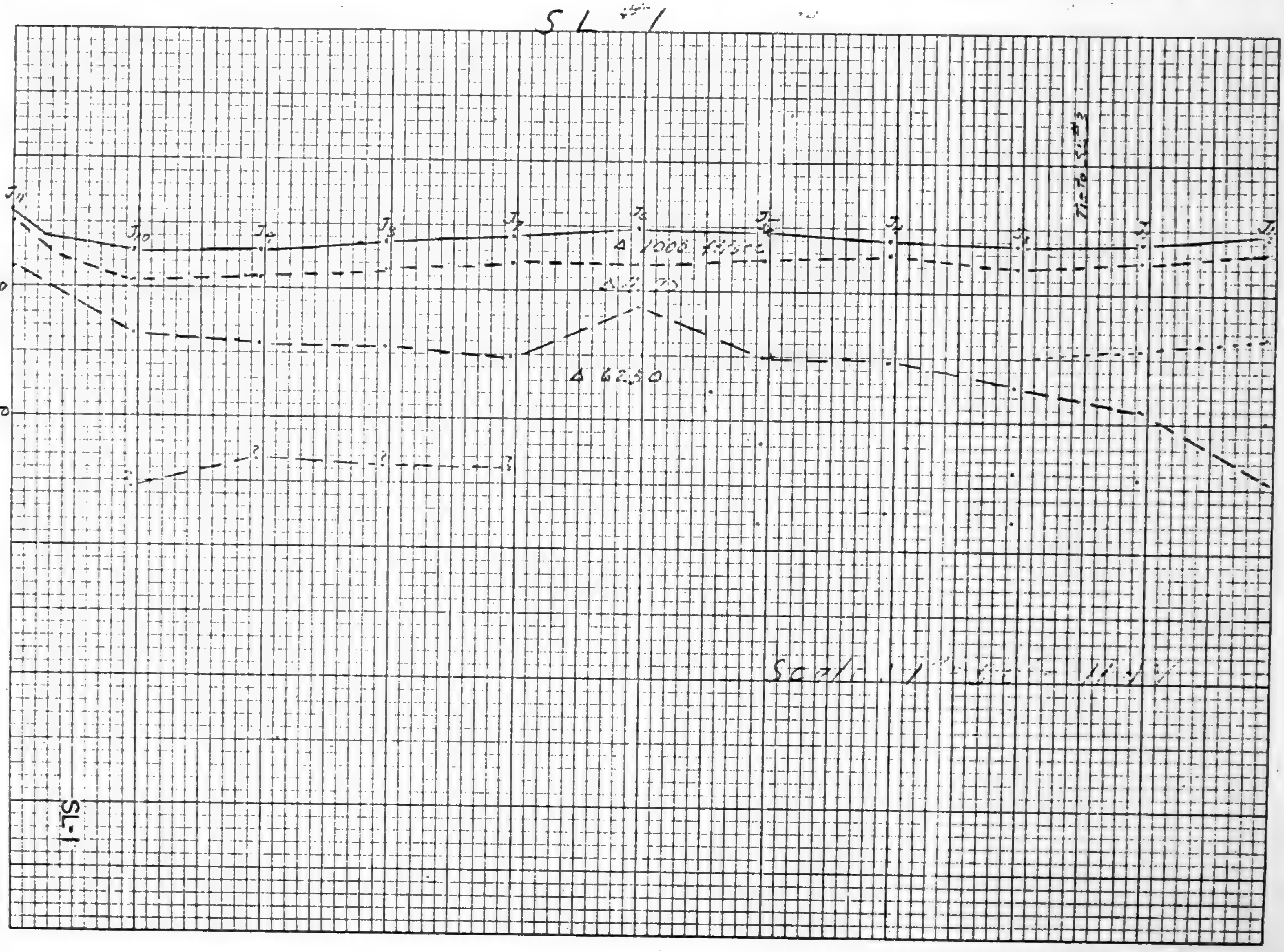


FIG.15A

EUGENE DIETZGEN CO.
MADE IN U. S. A.

NO. 340R-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH

SL #2

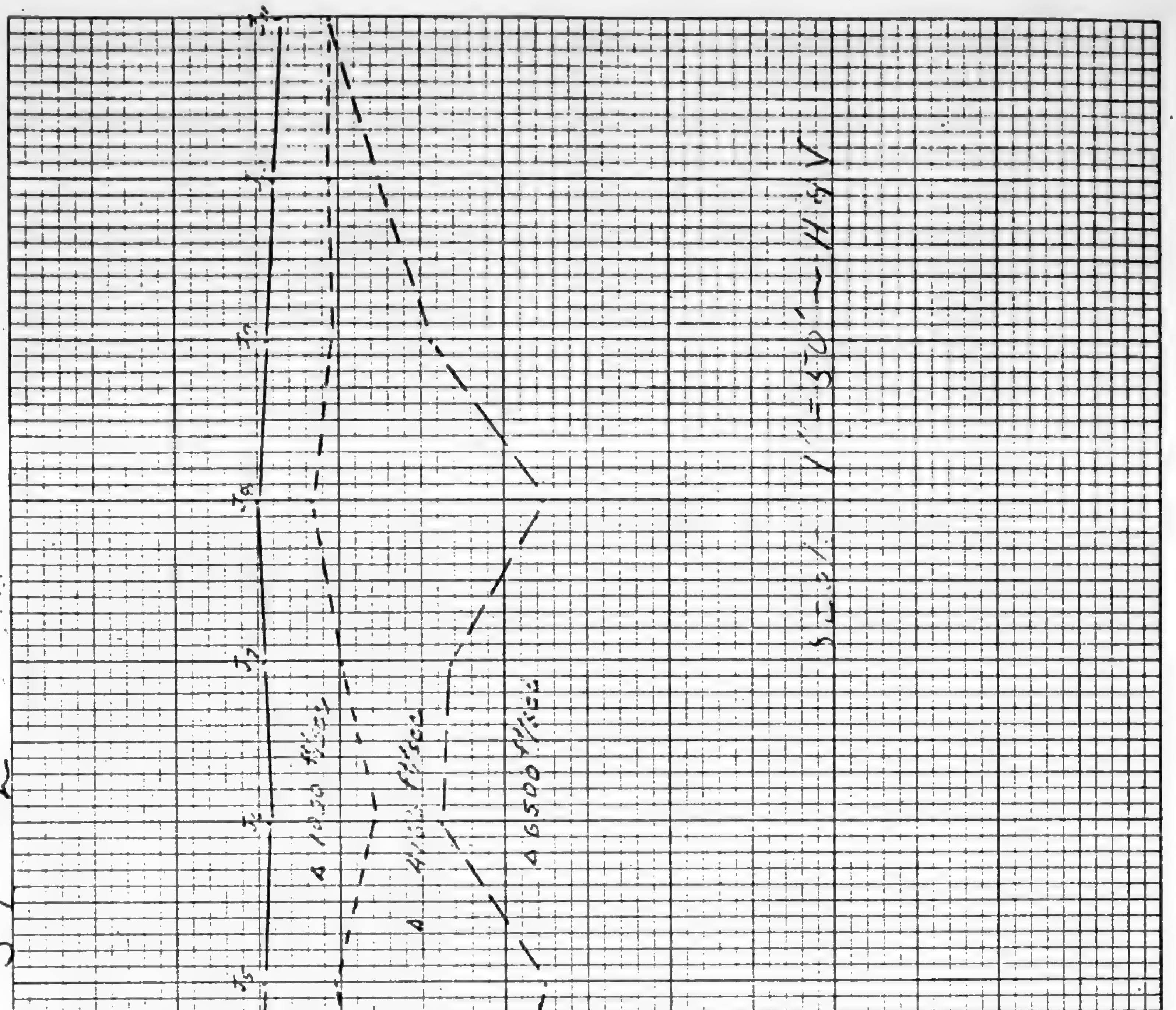
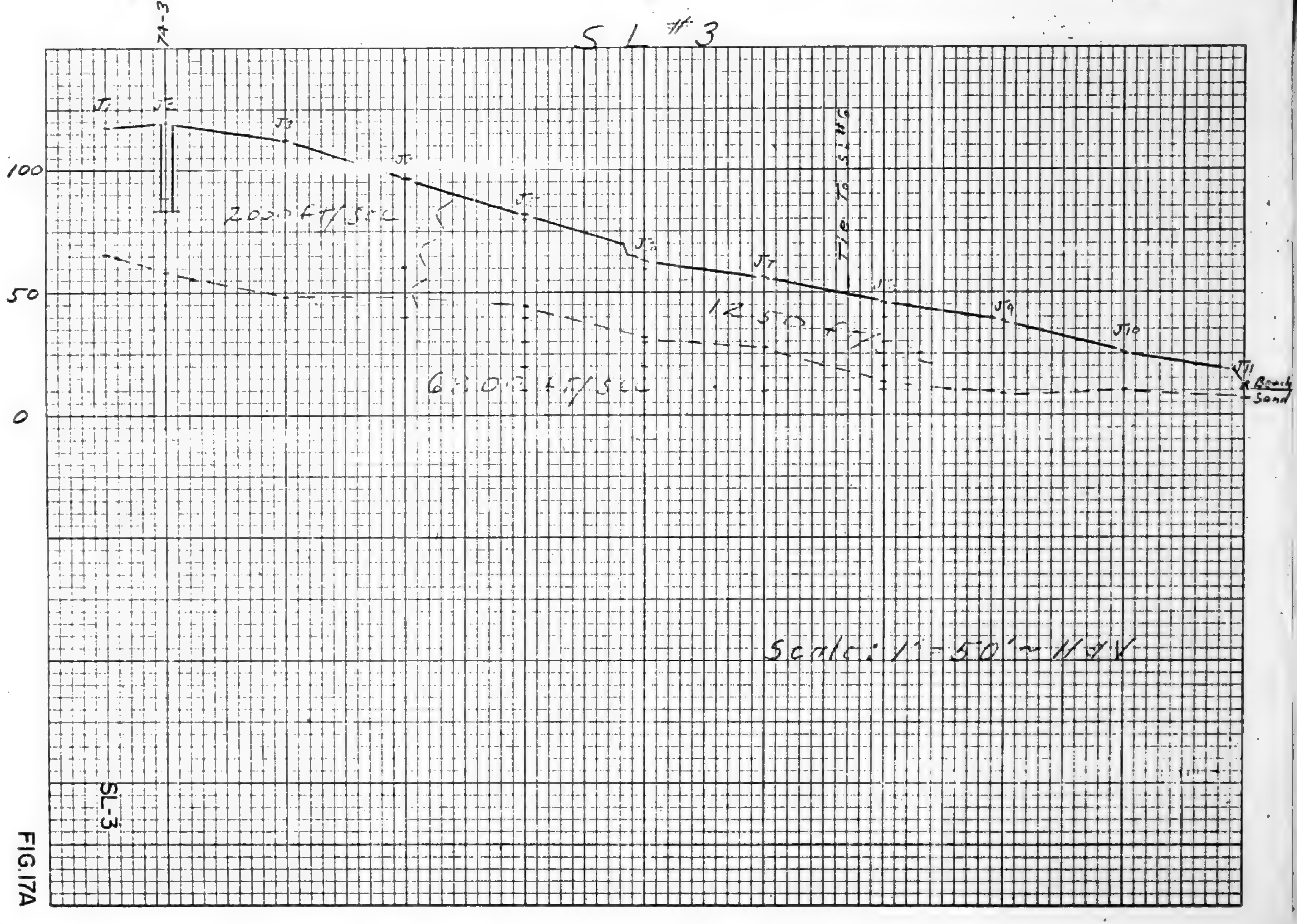


FIG.16A

NO. 340R-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH

EUGENE DIETZGEN CO.
MADE IN U. S. A.



SL-3

FIG.17A

NO. 340R-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH

EUGENE DIETZGEN CO.
MADE IN U. S. A.

SL #4

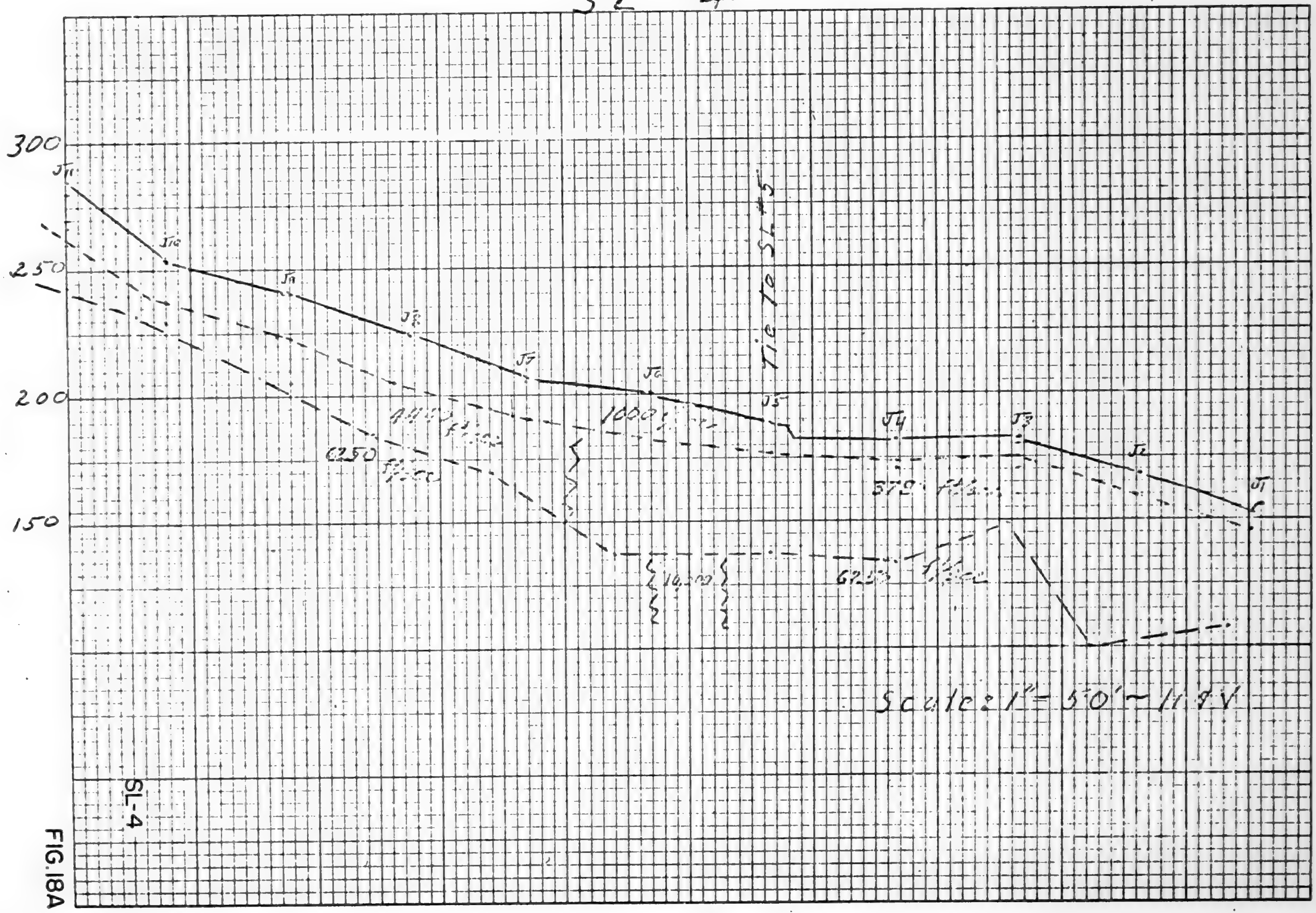


FIG. 18A

NO. 340R-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH

EUGENE DIETZGEN CO.
MADE IN U. S. A.

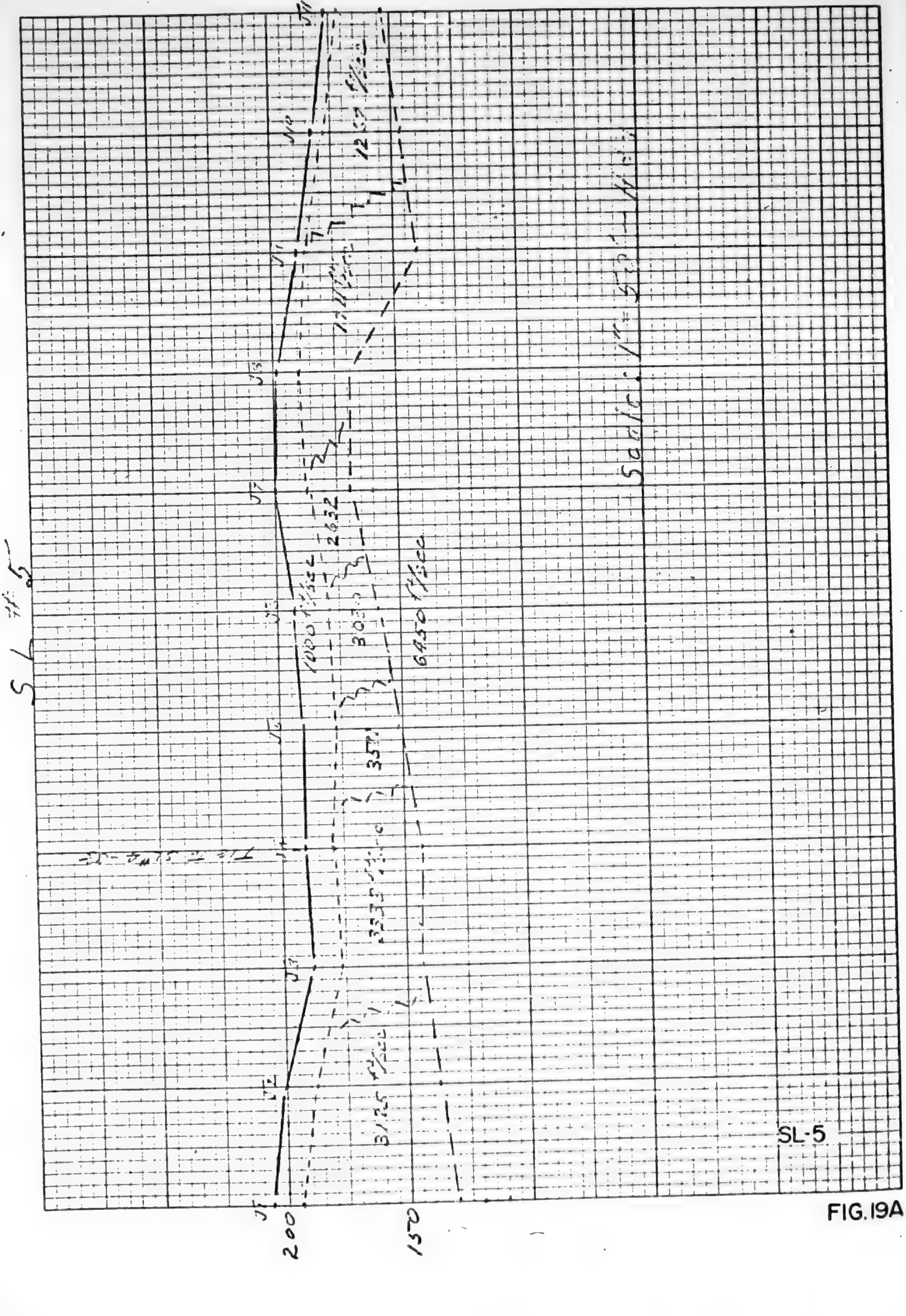


FIG. 19A

NO. 340R-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH

EUGENE DIETZGEN CO.
MADE IN U. S. A.

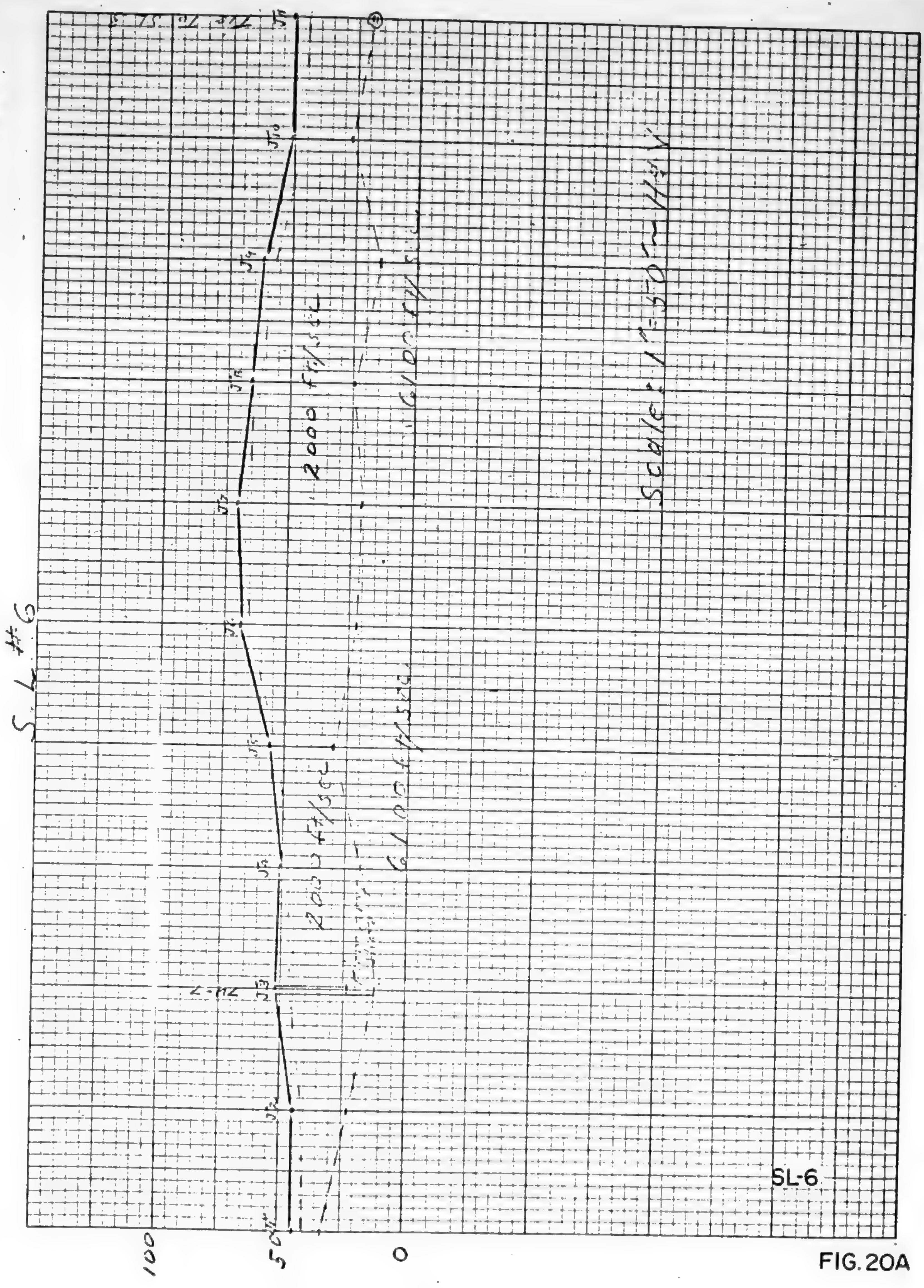
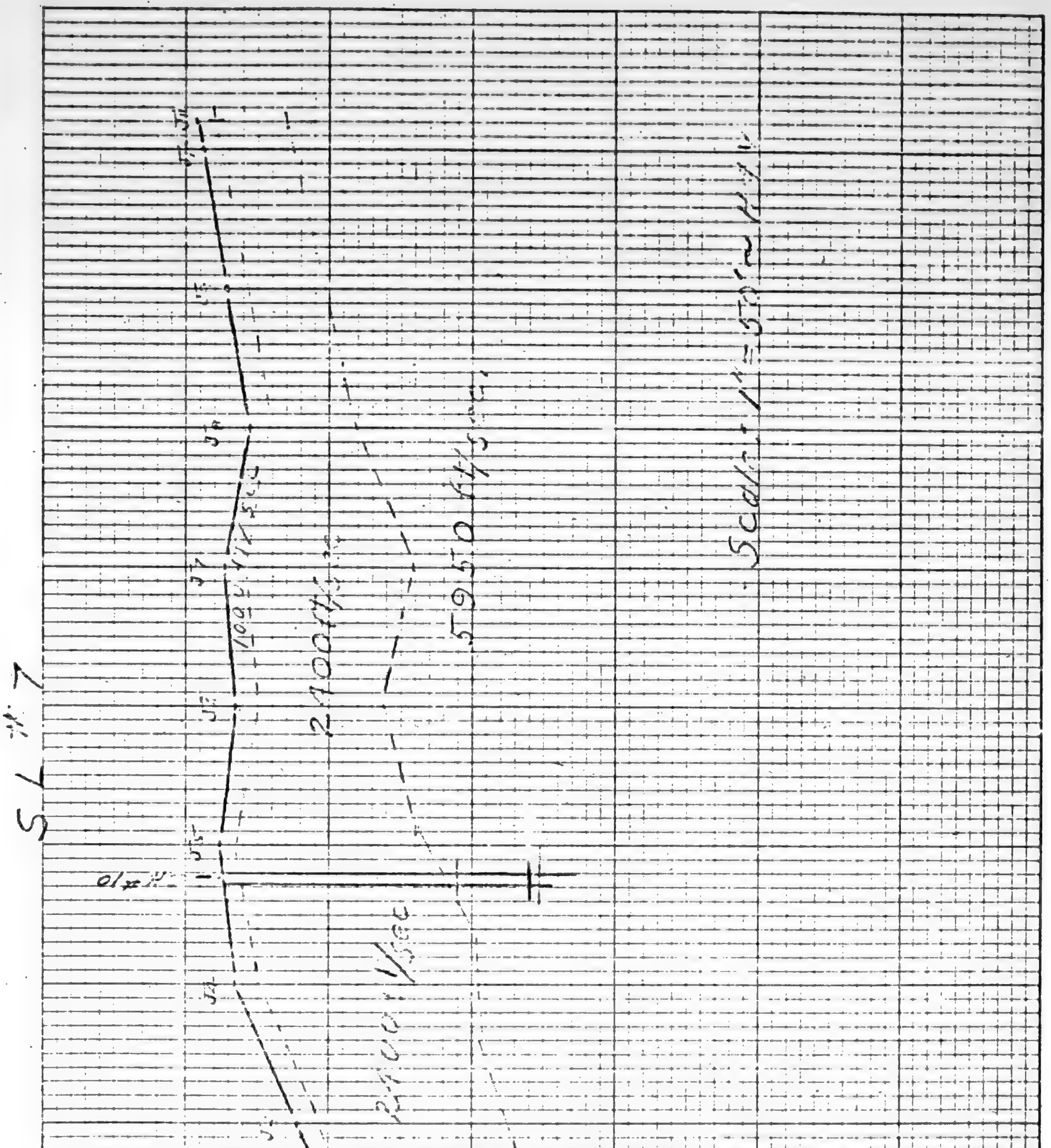


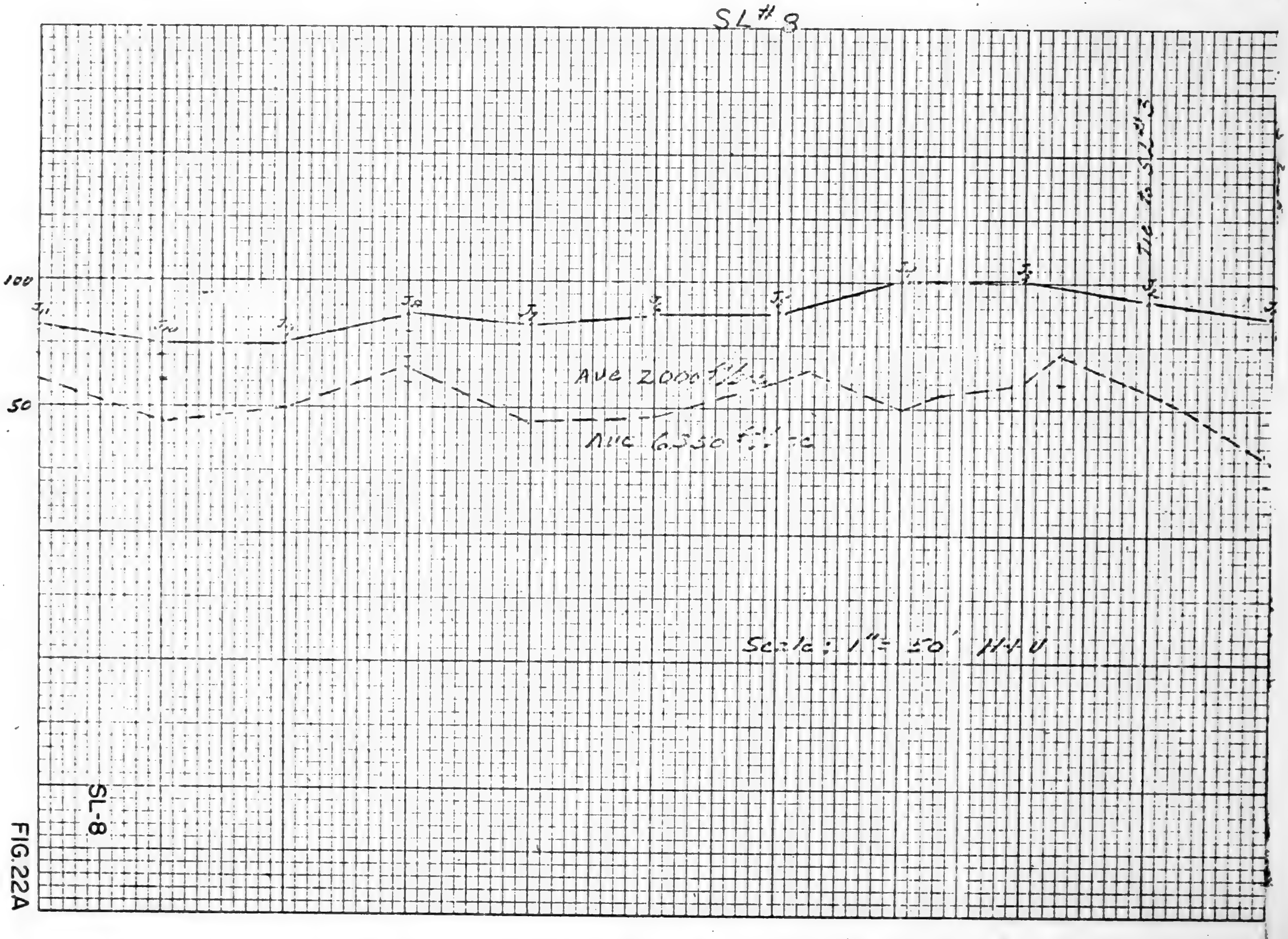
FIG. 20A


SL #7
2100 ft/sec
4000 ft/sec
5950 ft/sec
2400 ft/sec
Scale 1" = 50 ft
DL
200
150
100
50

SL-7

FIG. 21A

NO. 340-10 DIETZGEN GRAPH PAPER
10 X 10 PER INCH
EUGENE DIETZGEN CO.
MADE IN U. S. A.



SL-8

FIG. 22A

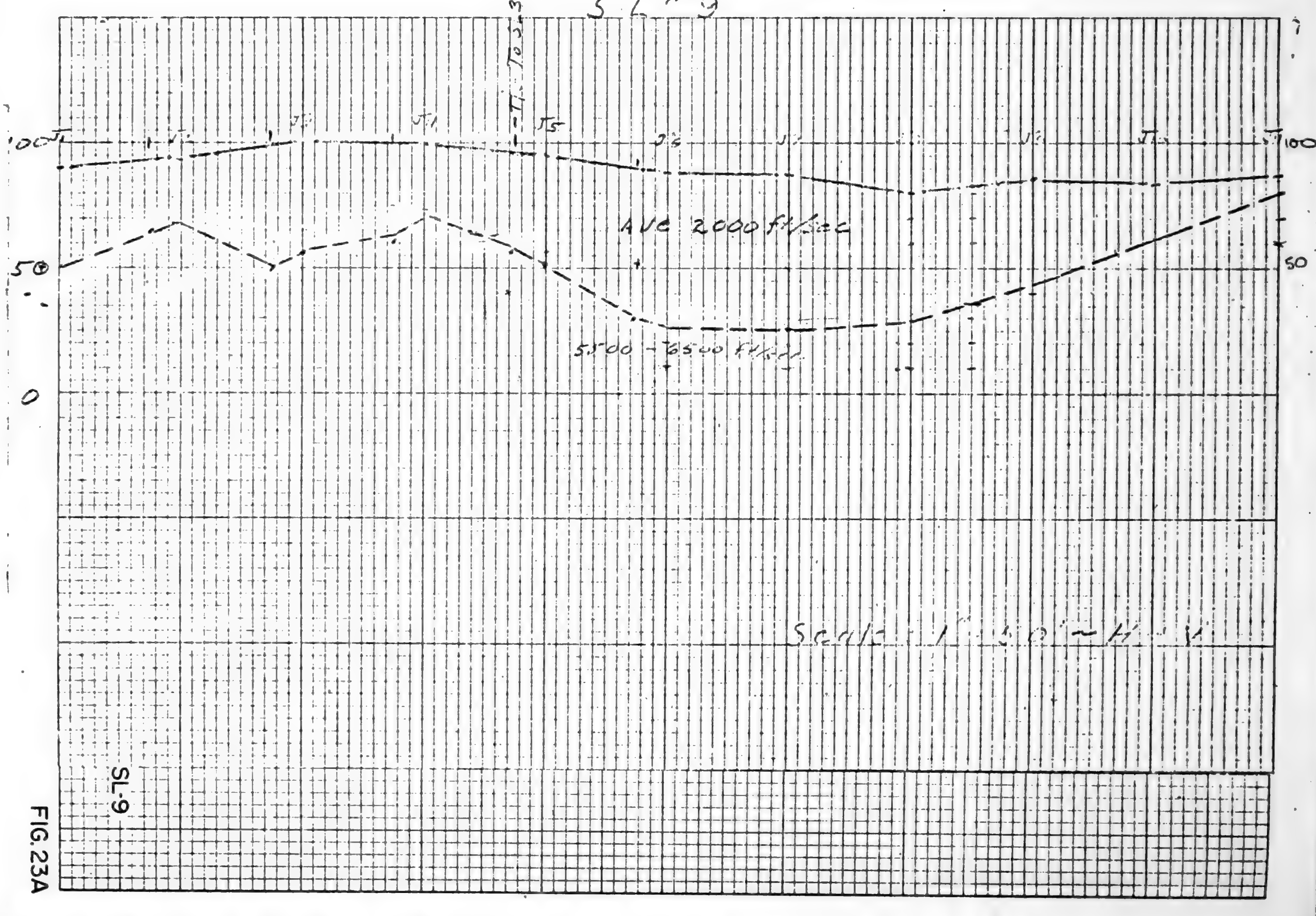

S L # 9
T. To 3
100
50
0
100
50
AVE 2000 ft/sec
5500 - 6500 ft/sec
Scale 1" = 50' ~ H & V
SL-9

FIG. 23A

APPENDIX B
LABORATORY TESTS

LABORATORY TESTS

INTRODUCTION

The jar, tube, and core samples that were obtained in the borings were carefully examined in the laboratory. The physical characteristics and properties of the samples were noted and the samples were classified. The field and laboratory classifications were compared, any differences were reconciled and the final logs, Figure 8A through Figure 14A of Appendix A, were prepared.

The laboratory testing program that was undertaken consisted of a series of routine classification tests as well as a series of tests to determine the residual shear strength of the stiff clays, located at or near the basal zone of failure of the landslide. The residual shear strength parameters were determined using direct shear apparatus.

ROUTINE CLASSIFICATION TESTS

Routine classification tests were performed on the samples of silt and clay obtained in the borings. The tests included a) natural moisture content, b) unconfined compression and Torvane, c) unit weight determinations and d) Atterberg limits. The natural moisture content determinations were made on all of the samples obtained in the borings. The unconfined compression, Torvane, unit weight and Atterberg limits tests were performed on selected Shelby tube and HQ core samples.

The unconfined compression and Torvane shear tests were performed to aid in the description of soil consistency, i.e., stiff, soft and similar. In addition, the values of undrained shear strength resulting from the unconfined compression and Torvane tests were used with the unit weight determinations in stability analyses (ϕ=0°) of the buttress excavation. The Atterberg limits tests assisted in the classification of the clays and silts, as well as, provided data for an evaluation of the engineering properties of the soils comprising the landslide. For example, the results of the Atterberg limits tests were used to approximate the residual strength parameters of the clays in the landslide as will be discussed subsequently.

A graphical summary of the results of the natural moisture content, Atterberg limit and the undrained shear strength tests are presented on the right side of the boring logs, Figures 8A through 14A. The Atterberg limit determinations are also summarized in graphical form on the Plasticity Chart, Figure 1B. A tabular summary of the Atterberg limits, wet unit weights, natural moisture contents, and undrained shear strengths is also presented in Table I of this Appendix.

RESIDUAL STRENGTH TESTS

Essentially all cohesive soils, such as stiff clays, exhibit a decrease in strength when they are sheared beyond their peak strength. At large values of strain minimum values of effective friction angle and effective cohesion intercept are normally achieved. The minimum values are defined as the residual shear strength parameters.

Additional magnitudes of strain will not produce any further decrease in the residual shear strength parameters of the soil or rock. At this point the soil or rock has a well developed failure plane, typically slickensided.

Due to the large strains that occur in a landslide, the residual strength parameters typically define the shear strength present along the primary zones of failure. Consequently, in order to analyze the stability of the landslide, particularly after the large displacement in early February and, also, to design any remedial work, it was necessary to determine the residual strength parameters of the soils present along the basal zone of failure. The determination of residual shear strength is most easily accomplished by testing the samples from near the failure plane in accordance with a specially adapted procedure of direct shear testing which will be described in the paragraphs that follow.

The determination of the residual strength parameters is simplified somewhat by virtue of the fact that the condition of the sample, with respect to disturbance, is of little consequence to the test results. Test results are little affected, too, if the sample is "pre-cut", i.e., a failure plane is produced through the sample with a wire saw and the sample is then sheared across this prepared surface. The results of the test are also independent of the rate of shear strain employed to generate the initial slickenside. However, the test results are related to the rate of strain employed during the actual measurement of the residual shear stress. During the actual measurement the sample must be fully drained, i.e., the sample must be sheared slowly enough to permit complete dissipation of the induced pore water pressure along the failure plane (Townsend and Gilbert, 1973). This rate of strain is based on the consolidation properties of the soil (Bishop & Henkel, 1964).

Voight (1973) and Townsend and Gilbert (1973), among others, have shown that the residual angle of shearing resistance, ϕ_r, of a clay is empirically related to the plasticity index. Figure 2B presents the empirical relationship between plasticity index and residual friction angle developed from case histories compiled by Townsend and Gilbert (1973). Also shown in Figure 2B are the plasticity indices of the clays of the Silver Point landslide. A study of the plot reveals that the residual angles of shearing resistance, ϕ_r, of the clays of the Silver Point landslide should range between 10° and 13°. A study of a similar plot developed by Voight (1973), but not shown herein, suggests that the residual angles of shearing resistance of the clays of the Silver Point landslide should range between 12° and 18°. Direct shear tests were undertaken to confirm that these values of residual angle of shearing resistance are realistic and, also, more importantly, to obtain a design value for engineering studies.

The sample selected for direct shear testing was sample S-20a, boring 74-10, classified as very stiff tan silty clay. The sample was obtained close to the assumed basal zone of failure. It also exhibited a relatively high plasticity index, and, hence, was considered most likely to yield a conservative, but realistic, value of residual angle of shearing resistance, ϕ_r, for design purposes.

PROCEDURES

The standard procedures for direct shear testing were followed to step one, i.e., natural moisture contents, unit weights, a description of the sample etc., were obtained. Then,

1) A one inch thick specimen of sample S-20a from boring 74-10 was trimmed into a 2.5 inch diameter shear box.

2) The shear box was then opened slightly with the spacer screws, the spacer screws were retracted, and the sample was cut in half with a wire saw. Care was taken to use the top box as the saw guide to allow a small stub of sample to protrude above the bottom half of the shear box.

3) The sample was then placed in the direct shear machine,

loaded to 4.8 tsf, and the sample container flooded with water. The sample was sheared 0.25 inches and returned to its original position. This operation was continued until successive repetitions failed to cause any further decrease in the maximum observed proving ring load during any single given cycle.

4) The sample was then sheared at a rate of strain which varied in the range of 0.00039 to 0.00049 inches/minute. This rate was based on the consolidation properties of the sample and on the experiences of others with similar types of materials.

5) When the sample reached its residual load, i.e., when the proving ring readings reached equilibrium, the test was stopped and the sample was sheared back to its original position.

6) The load was increased to 6.1 tsf, the sample was allowed to consolidate, and steps 4 and 5 were repeated.

7) The load was then decreased to 3.8 tsf, the sample was allowed to rebound and steps 4 and 5 were repeated.

8) The results of the three tests are plotted as a function of residual shear stress vs. normal stress in Figure 3B of this Appendix. The residual strength parameters obtained from the test are cohesion, $C'_r = 0$ and angle of shearing resistance, $\phi_r = 12.8°$, refer, Figure 3B.

TABLE I: SUMMARY OF ROUTINE CLASSIFICATION TESTS

BORING	SAMPLE	DEPTH FT.	UNIFIED CLASSIFICATION	AVERAGE* UNDRAINED SHEAR STR. tsf	WET UNIT WT. pcf	NATURAL MOISTURE CONTENT, %	ATTERBERG LIMIT	
							L.L	P.I.
74- 2A	S- 3	15.0-17.0	Greenish gray silty CLAY	0.25	99.3	81.4		
74- 2A	S- 6	28.0-30.0	Gray silty CLAY	0.6	117.4	33.2	60.6	34.3
74- 2A	S- 9	44.0-46.0	Gray silty CLAY & clayey SILT	0.76	106.4	34.2	57.5	28.2
74- 4A	S- 3	15.0- 17.0	Gray silty CLAY & clayey SILT	0.25 (S) 0.89	114.8	36.0	56.6	28.0
74- 4A	S- 5	25.0-27.0	Gray silty CLAY	1.28	118.3	26.9	61.0	36.8
74- 9	S- 7	35.8-37.8	Brownish gray silty CLAY	0.71	115.6	36.1	67.0	36.0
74- 9	S- 9	45.0-47.0	Brown silty CLAY	0.59	116.1	42.2	71.5	42.2
74-10	S- 3	15.0-17.0	Brownish gray silty CLAY	0.91	114.3	34.1		
74-10	S- 6	30.0-32.0	Gray clayey SILT	1.09	118.4	31.1	56.5	26.9
74-10	S-19	93.6-94.2	Grayish brown silty CLAY	1.40		31.0		
74-10	S-20a	98.0-98.9	Gray mottled tan silty CLAY			28.6	52.8	27.7
74-11	S- 4	18.0-19.7	Brownish gray clayey SILT w/scattered gravel	1.25	126.8	25.3		
74-11	S- 7	30.0-32.0	Brownish gray clayey SILT	1.08	126.5	19.5		
74-11	S-11	45.0-46.8	Dark gray clayey SILT w/some fine sand	1.50	130.0	17.8		
74-12	S- 9	41.0	Brown silty CLAY			46.8	68.0	50.0
74-12	S- 9B	42.5-43.1	Brownish gray SILTSTONE w/thin layers of gray white sandstone	3.36	143.8	13.5		
74-13	S- 9	45.0-45.7	Brownish gray SILTSTONE w/thin layers of gray white sandstone	5.74	142.7	15.6		
74-13	S-10	51.0-51.8	Brownish gray SILTSTONE w/thin layers of gray white sandstone	7.56	141.6	14.6		

* Based on the average values of Torvane and Unconfined Compressive Strength Tests

(S) Sample failed along slickenside

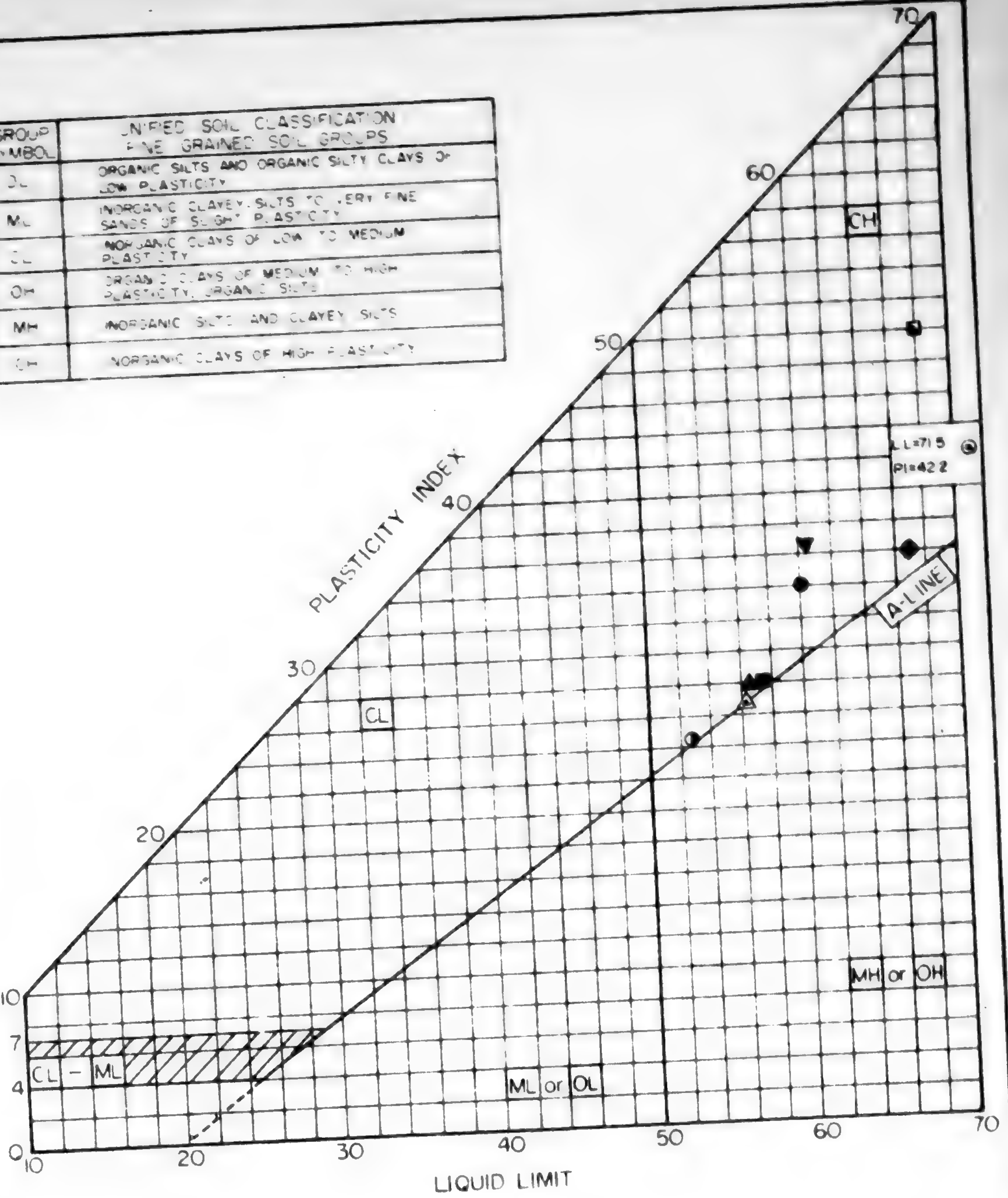
REFERENCES

Bishop & Henkel; The Measurement of Soil Properties in the Triaxial Test; William Clowes and Sons, Ltd.; London, 1964.

Townsend, F.C., and Gilbert, P.A. "Test to Measure Residual Strengths of Some Clay Shales", Geotechnique, Vol. 23, No. 2, pp 267-271, London, 1973.

Voight, B., "Correlation Between Atterberg Plasticity Limits and Residual Shear Strength of Natural Soils", Geotechnique, Vol. 23, No. 2, pp 265-267, London, 1973.

GROUP SYMBOL	UNIFIED SOIL CLASSIFICATION FINE GRAINED SOIL GROUPS
OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
ML	INORGANIC CLAYEY SILTS TO VERY FINE SANDS OF SLIGHT PLASTICITY
CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY
OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS
MH	INORGANIC SILTS AND CLAYEY SILTS
CH	INORGANIC CLAYS OF HIGH PLASTICITY



TEST SYMBOL	BORING	SAMPLE	NATURAL WC (%)	DESCRIPTION
●	74-2A	S-6	33.2	Gray silty CLAY
■	74-2A	S-9	34.2	Gray silty CLAY & clayey SILT
▲	74-4A	S-3	36.3	Gray silty CLAY & clayey SILT
▼	74-4A	S-5	26.9	Gray silty CLAY
◆	74-9	S-7	36.1	Brownish gray silty CLAY
⊙	74-9	S-9	42.2	Brown silty CLAY
△	74-10	S-6	31.1	Gray clayey SILT
◐	74-10	S-20a	28.6	Gray silty CLAY
◪	74-12	S-9	46.8	Brown silty CLAY

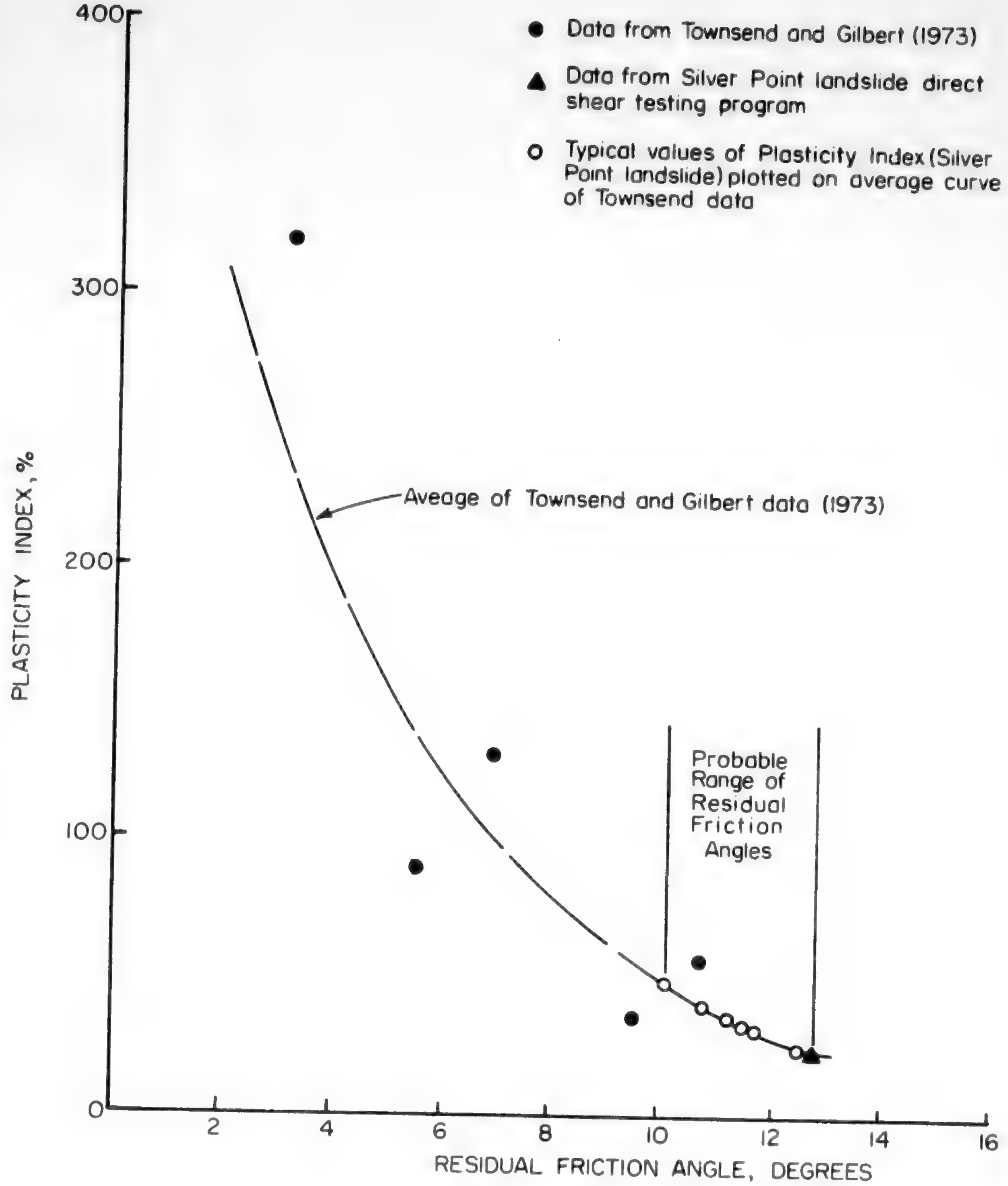
SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M.P. 32
CLATSOP COUNTY, OREGON

PLASTICITY CHART

MAY, 1974 S-142

L. R. SQUIER INC., CONSULTING ENGINEERS
SOIL MECHANICS & FOUNDATION ENGINEERING

FIG. 1B



SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M.P. 32
CLATSOP COUNTY, OREGON

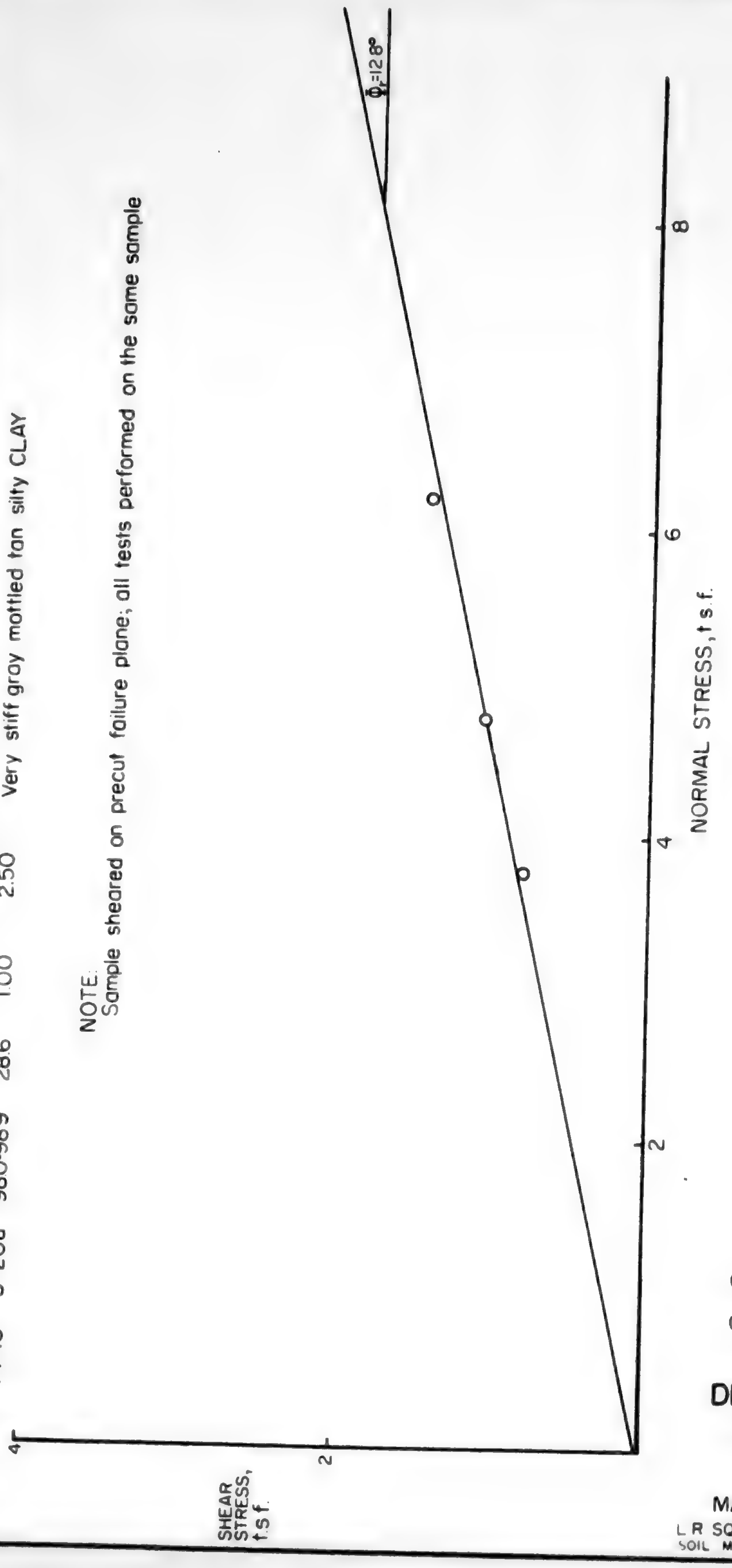
PLASTICITY INDEX
VS.
RESIDUAL FRICTION ANGLE

MAY, 1974 S-142
L.R. SQUIER INC., CONSULTING ENGINEERS
SOIL MECHANICS & FOUNDATION ENGINEERING

FIG. 2B

BORING	SAMPLE	DEPTH, FT	WC %	HEIGHT	DIAMETER	CLASSIFICATION
74-10	S-20a	980-989	28.6	1.00	2.50	Very stiff gray mottled tan silty CLAY

NOTE:
Sample sheared on precut failure plane; all tests performed on the same sample



SILVER POINT SLIDE
OREGON COAST HIGHWAY 9
M.P. 32
CLATSOP COUNTY, OREGON

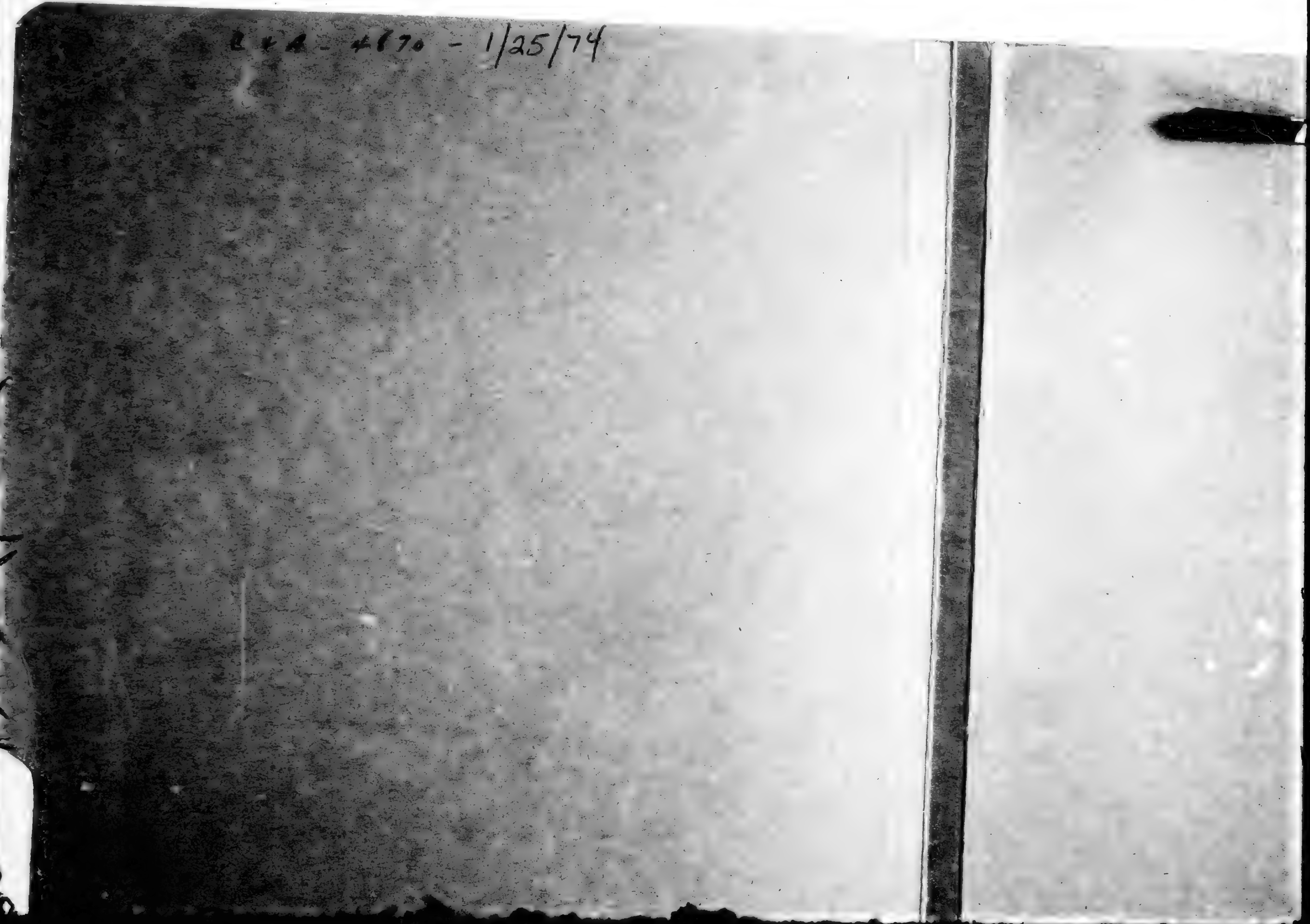
DIRECT SHEAR TEST
(Residual Strength)

MAY, 1974 S-142

L. R. SQUIER INC., CONSULTING ENGINEERS
SOIL MECHANICS & FOUNDATION ENGINEERING

FIG. 3B

805 Jacksonville (E St) Dec. 1974
City of Jacksonville
(Grading and paving)



B & A - 4870 - 1/25/74

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Jacksonville
P. O. Box 7
Jacksonville, Oregon 97503

Attention of Mrs. Doris Crofoot
City Recorder

Request No. (assigned by staff engineer or head of section) cc-1468

Date April 23, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment Project
"E" Street, Contract No. 8025
Covered by Agreement dated January 22, 1974

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit		$4,000.00
		As Per Attached Statement		
		Final Cost	$26,208.80	
		Agreed State's Share	25,000.00	
		Agreed City's Share		1,208.80
		REFUND DUE CITY		$2,791.20

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution:

315-1407-295	$ 111.49
315-1724-295	$1,097.31

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $4,000.00

Submitted by: Fred Hildebrandt
Fred Hildebrandt, Cities Engineer

Is this a partial or final request for billing? Final

Approved: Richard Unrein
Richard Unrein, Urban XXXXX Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Approved: ORIGINAL SIGNED BY GEORGE HOPKINS
Section Head or Staff Engineer

Give the number of the last previous request in connection with this same service.

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Date April 23, 1975

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1974

Contract # 8025 Prefix 315-1724 Survey Prefix 315-1407

Street "E" Street

City Jacksonville

Payments to Contractor (see attached voucher)	$23,892.41
Engineering and Contingencies	2,204.90
Survey: Total $2,651.60 Prorated Share	$ 111.49
TOTAL	$26,208.80
Agreed State Share	$25,000.00
Agreed City Share	$ 1,208.80
City Advance Deposit	$ 4,000.00
Refund Due City	$ 2,791.20

Reference: Outside Billing cc-1468

$$\$26{,}097.31 - \$25{,}000.00 = \frac{\$1{,}097.31 \times \$2{,}651.60}{\$26{,}097.31} = \$111.49 \text{ (P. E. Costs)}$$

RU

```
L T  ATE JOB COST SUMMARY                                              MARCH 1975          PAGE  483

                                                                          FISCAL            GRAND TOTAL
RIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE         TO DATE
CKSONVILLE-E STREET           315   1724    201      00                     23,892.41          23,892.41
                              315   1724    204      00
                              315   1724    900      00                      2,204.90           2,204.90
                                          ** JOB TOTALS **           **     26,097.31    **    26,097.31

HADY COVE-SCHOOLHOUSE LN      315   1725    201      00                     15,634.01          15,634.01
                              315   1725    204      00
                              315   1725    205      00                          5.95               5.95
                              315   1725    278      02                        250.08             250.08
                              315   1725    900      00                      1,819.76           1,819.76
                                          ** JOB TOTALS **           **     17,709.80    **    17,709.80

ORRAS CITY ALLOTMENT PROJECT  316   1712    207      00                     14,000.00          14,000.00
                                          ** JOB TOTALS **           **     14,000.00    **    14,000.00

AVE JUNCTION (JUNCTION AVE)   317   1702    201      00                                        20,418.05
                              317   1702    900      00                                         2,478.73
                                          ** JOB TOTALS **           **                  **    22,896.78

HILOQUIN-2ND AVE & BLOCKINGR  318   1707    201      00 0                                      17,602.33
                              318   1707    900      00 0                                       1,894.12
                                          ** JOB TOTALS **           **                  **    19,496.45

HILOQUIN-2ND AVE              318   1708    201      00                                        21,269.60
                              318   1708    900      00                                         1,875.85
                              318   1708    900      00 -                                           3.07
                                          ** JOB TOTALS **           **                  **    23,148.52

AKEVIEW-J STREET N            319   1708    201      00                                        14,868.31
                              319   1708    203      00                                           780.00CR
                              319   1708    900      00                                         1,362.65
```

3-75

```
IPTION OF JOB OR DEPARTMENT    PREFIX     FUNCTION   OR   CURRENT MONTH      YEAR TO DATE          TO DATE
                                                                              179.[illegible]            112.[illegible]
                               313  1473   921   00
                                        ** JOB TOTALS **                **    280.40    **        13,[illegible]2.50

AGINAW AVE (BURNS)             313  1481   901   00           451.17          451.17                 451.17
                                        ** JOB TOTALS **      451.17    **    451.17    **           451.17

ADY COVE (SCHOOLHOUSE LANE)    315  1406   901   00                            39.42               1,625.39
                               315  1406   905   00                             3.10                 2[illegible]1.40
                               315  1406   910   00                                                  2[illegible].56
                               315  1406   918   02                                                    2.65
                               315  1406   920   00                                                  [illegible].23
                               315  1406   921   00                           122.54                 3[illegible].44
                                        ** JOB TOTALS **                **    165.06    **         2,531.72

ACKSONVILLE (E STREET          315  1407   901   00                                                1,403.83
                               315  1407   905   00                             3.10                 313.22
                               315  1407   910   00                                                  457.25
                               315  1407   918   02                                                    1.10
                               315  1407   920   00                                                   [illegible]
                               315  1407   921   00                           121.63                 416.57
                               315  1407   924   00                                                   22.13
                                        ** JOB TOTALS **                **    124.73    **         2,651.60

OLD HILL (5TH AVE)             315  1499   901   00                                                1,413.82
                               315  1499   905   00                                                  165.23
                               315  1499   918   01                                                     .13
                               315  1499   920   00                                                    6.9[illegible]
                               315  1499   921   00                                                  150.61
                                        ** JOB TOTALS **                **              **         1,261.23

AVE JCT-LISTER ST-RIVER ST     317  1493   901   00                                                1,449.33
                               317  1493   905   00                                                  426.02
                               317  1493   910   00                                                   65.74
                               317  1493   918   01                                                     .13
                               317  1493   920   00                                                   13.92
                               317  1493   921   00                                                  1[illegible]5.94
                                        ** JOB TOTALS **                **              **         2,142.13

[illegible] & HYLAND STS-LOWELL 320  1450   901   00                                               2,379.15
                               320  1450   905   00                                                  422.05
                               320  1450   910   00                                                  500.00
                               320  1450   918   01                                                     .13
                               320  1450   920   00                                                   12.85
                               320  1450   921   00                                                   86.03
                                        ** JOB TOTALS **                **              **         3,405.26

PESWELL (1ST ST)               320  1459   901   00                             9.90               2,043.13
                               320  1459   905   00                             3.10                 660.71
                               320  1459   910   00                             1.65                 322.84
```

SUMMARY OF COST DISTRIBUTION

DATE 12/23/74

FUND	VOUCHER NUMBER	OBJECT	SYSTEM COUNTY	MAJOR CLASS	PROJECT	FUNCTION	GRP	AMOUNT	P/N	REF/P.O. CREW NO.
1	24150	41	315	17	24	201 00		480.00		
								480.00	*	
								480.00	*	

8025

J

December 5, 1974

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $480 will be made to M. C. Lininger & Sons, Inc. on Contract No. 8025 for work on "E" Street in the City of Jacksonville in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $23,892.41 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: M. C. Lininger & Sons, Inc.
Box 1145
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR -75	PAYEE M.C. Lininger & Sons, Inc. Box 1145 Medford, OR 97501	VOUCHER DATE 12/4/74	TOTAL AMOUNT $ 480.00

WARRANT NUMBER 24150	CONTRACT NO. 8025	ESTIMATE NO. 4 Post final	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
	PERIOD COVERED: to 9/19/74		
	APPROVED: DESIGNATED AUTHORITY		This final claim has been authorized in the above amount. R E Johnson (DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, Rodney Miller certify that I am Gen Mgr.

(IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

Rodney B Miller
(Signature)

FORM 81-734-A20X TEMP.

CONTRACT NO. 8025

ESTIMATE NO. Post final 4

FEDERAL AID PROJECT NO.

PREFIX NO'S.

PRICE	QUANTITY TO DATE	AMOUNT TO DATE
0.0000	100.000	4900.00
4.3000	1,872.410	8051.36
3.6500	1,947.960	7110.05
7.0000	193.000	1351.00
0.0000	2.000	1200.00
0.0000	1.000	200.00
5.0000	100.000	600.00
0.0000	6.000	480.00

TAL CONTRACT ITEMS	23892.41
ON CONTRACT ITEMS	
FORCE ACCOUNT	
TOTAL PAYMENTS	23,892.41

SON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

COUNTY	JACKSON
HIGHWAY	CITY STREET
SECTION	JACKSONVILLE (E STREET)
CONTRACT NO	8025
ESTIMATE NO.	4
FEDERAL AID PROJECT NO.	
PREFIX NO'S.	

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS A
001	9N GENERAL EXCAVATION	LUMP SUM	4900.0000	100.000	4900.00	490
002	9N BASE MATERIAL	SQ YDS	4.3000	1,872.410	8051.36	805
003	9N CLASS C ASPHALT CONCRETE 3 INCHES THICK	SQ YDS	3.6500	1,947.960	7110.05	711
004	9N 8 INCH SEWER PIPE	LIN FT	7.0000	193.000	1351.00	135
005	9N CONCRETE INLETS TYPE G-2MA	ONLY	600.0000	2.000	1200.00	120
007	9N ADJUSTING MANHOLES	ONLY	200.0000	1.000	200.00	20
	PRICE AGREEMENT ITEMS					
101	9N 8-INCH DRAIN PIPE	LIN FT	6.0000	100.000	600.00	60
30301	9N EXTRA FOR DRIVEWAYS	EACH	80.0000	6.000	480.00	

12-3-74

DATE 12 03 74 PG. 01 8025	TOTAL CONTRACT ITEMS	23892.41	2341
PREVIOUS VOUCHER NO. 19220	% RETAINED ON CONTRACT ITEMS		
CHECKED BY: cp-dm	FORCE ACCOUNT		
ENGINEER OR AUDITOR W.H. Maude	TOTAL PAYMENTS	23,892.41	23,4

HIGHWAY DIVISION

AYMENT VOUCHER

COUNTY JACKSON	CONTRACT NO. 8025	ESTIMATE NO. 4	PREFIX NO'S.
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.		
SECTION JACKSONVILLE (E STREET)			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
AL EXCAVATION	LUMP SUM	4900.0000	100.000	4900.00	4900.00	
MATERIAL	SQ YDS	4.3000	1,872.410	8051.36	8051.36	
C ASPHALT CONCRETE 3 INCHES THICK	SQ YDS.	3.6500	1,947.960	7110.05	7110.05	
H SEWER PIPE	LIN FT	7.0000	193.000	1351.00	1351.00	
ETE INLETS TYPE G-2MA.	ONLY	600.0000	2.000	1200.00	1200.00	
TING MANHOLES	ONLY	200.0000	1.000	200.00	200.00	
CE AGREEMENT ITEMS						
B DRAIN PIPE	LIN FT	6.0000	100.000	600.00	600.00	
FOR DRIVEWAYS	EACH	80.0000	6.000	480.00		480.00
PG. 01 8025	TOTAL CONTRACT ITEMS			23892.41	23412.41	480.00
	% RETAINED ON CONTRACT ITEMS					
	FORCE ACCOUNT					
	TOTAL PAYMENTS			23,892.41	23,412.41	480.00

8025

November 1, 1974

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8025 awarded to M. C. Lininger & Sons, Inc. for work on "E" Street in Jacksonville in Jackson County was completed on September 19, 1974, and accepted by the Administrator and State Highway Engineer on November 1, 1974.

Final payment in the amount of $1,155.99 will be released to the contractor after November 6, 1974. The total contract amount is $23,412.41, and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: M. C. Lininger & Sons, Inc.
Box 1145
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8025

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Jacksonville ("E" Street)

WEEK ENDING: September 21, 1974

SECTION PREFIX: 315-1724

HIGHWAY: City Street

COUNTY: Jackson

NAME OF JOB: Jacksonville ("E" Street)

KIND OF WORK: Grading and Paving

CONTRACTOR: M. C. Lininger & Sons, Inc.

CONTRACT NUMBER: 8025

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 2, 1974

DATE WORK STARTED: August 19, 1974

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 60

WORK DAYS USED

CALENDAR DAYS USED 59

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 98

PROJECT AUTHORIZATION: $ 28,571.19

EXCLUSIVE OF ENGINEERING: $ 26,075.89

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 26,075.89

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

ENGINEERING AUTHORIZATION $ 2,495.30

ENGINEERING COST TO DATE $ 2,000.00

PERCENT OF AUTHORIZATION 80 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

DATE PROJECT WAS COMPLETED: September 19, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.08	0.08			0.08
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.08	0.08			0.08
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	2,000			2,100
TOTAL QUANTITIES CORRECTED TO DATE	100%	2,000			2,100
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	2,000			1,940
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	15	Fair	1		
MONDAY	16	Fair	1		
TUESDAY	17	Fair	1		
WEDNESDAY	18	Fair	1		
THURSDAY	19	Fair	1		
FRIDAY	20	Fair	0		
SATURDAY	21	Fair	0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	Foreman and one man fine grading and preparing for G-2MA inlet concrete pour, Sta. 14+26 and corner 6th and "E" Street Rt.
TUESDAY	Paving driveways throughout project (16.58 Tons). Framing G2-MA catch basins, 6th St. and Blackstone Alley.
WEDNESDAY	One man placing concrete for the two G2-MA inlets. Used 2 3/4 cu. yds. of 6.3 xxxxx sack mix x concrete.
THURSDAY	One man stripped forms off catch basins. Truck and backhoe cleaned up on job. Project completed on this day.
FRIDAY	
SATURDAY	

REMARKS

Project completed on Thursday, September 19, 1974.

J. X. Wilson, Regional Construction Engineer, went over project on Thursday.

This will be the last weekly report for this project.

SIGNED K C Allen LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8025

July 2, 1974

H. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

Gentlemen:

The Oregon Transportation Commission accepted your proposal for work on "E" Street in Jacksonville in Jackson County for the sum of $24,933. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as the City of Jacksonville approved the project and deposited $4,000.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8025.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc: Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
A. Shirley
William Maude
William Geibel (SAIF)

#8025

8

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

bc: E. S. Hunter
L. W. Rulien
C. T. Keasey
V. E. Skoog
A. Shirley, Jr.

July 2, 1974

Mrs. Doris Crofoot
City Recorder
P. O. Box 7
Jacksonville, OR 97503

NOTED
E. S. HUNTER

Dear Mrs. Crofoot:

We wish to acknowledge receipt of the City of Jacksonville's check (No. 935) in the amount of $4,000.00 as deposit on the 1974 Special City Allotment project on "E" Street.

The project is now clear for award to the apparent low bidder, M. C. Lininger & Sons, Inc.

We appreciate your cooperation in this matter and invite any inquiries.

Very truly yours,

H. S. Cox
County and City Engineer

By Jim

James O. Butler
Cities Engineer

JOB:ljt

RECEIVED
JUL 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Sca

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 21, 1974

Mrs. Doris Crofoot
City Recorder
P. O. Box 7
Jacksonville, Oregon 97530

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1974
☐ ENGR. ☑ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

Dear Mrs. Crofoot:

On June 20, 1974 bids were opened on the 1974 Special City Allotment project on "E" Street. The apparent low bid was submitted by M. C. Lininger & Sons, Inc. of Medford.

The anticipated costs are as follows:

Contractor's bid	$24,953.00
Engineering & Contingencies (14½%)	3,618.19
	$28,571.19
City's estimated share of preliminary engineering	375.00
TOTAL	$28,946.19

7-2-74
Notified Carl Nelson of Adv. Dep. - Contract will be awarded today
JOB

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward, at your earliest convenience, a check to this office in the amount of $4,000.00 made payable to the Oregon State Highway Division.

Very truly yours,

H. S. Cox
County and City Engineer

By James O. Butler
James O. Butler
Cities Engineer

JOB:ljt

PAID
JUN 26 1974
JACKSONVILLE, OREGON
Ck # 935

RECEIVED
OSHD FINANCE BRANCH
Check # 935 Amt. $4000.00
By CWBf Date
From "E" St, Jacksonville
Special City Allot Project

M. C. Lininger & Sons, Inc., Medford

JACKSONVILLE ("E" STREET) SECTION

CITY STREET

JACKSON COUNTY

State Project
0.08 Mile Grading and Paving

Bids Received June 20, 1974

1.	General Excavation	All Specified		$ 4,350.00
2.	Base Material	2,000 sq.yds.	3.85	7,700.00
3.	Class "C" Asphalt Concrete, 3 inches Thick	2,100 sq.yds.	3.75	7,875.00
4.	8-inch Sewer Pipe	220 lin.ft.	7.15	1,573.00
5.	Concrete Inlets, Type G-2MA	2 only	450.00	900.00
6.	6-inch Drain Pipe	108 lin.ft.	7.00	756.00
7.	Adjusting Manholes	2 only	250.00	500.00
		For Comparison of Bids		$ 23,654.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$23,654.00 $23,654.00	24,953.00
Contingencies (4-1/2%)	1,064.43	3,618.19
Engineering (10%)	2,365.40	
Estimated Net Authorization, Constr.	$27,083.83	28,571.19
		375.00
		28,946.19
		- 25,000.00
		3,946.19

city's share of PE $3000 \times \frac{3571.19}{28,517.19} = 375.69$

say 375.00

Say $4,000.00

Approx 5½% over

6-20-74

called Mrs Crofoot
She said $4,000 was higher than
than the city had planned on but
she would present it to the council
and recommend approval

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

23,654

PROJECT NO.: #4 JACKSON COUNTY
JACKSONVILLE ("E" STREET) SECTION
CITY OF JACKSONVILLE

OWNER: OREGON STATE HIGHWAY DEPARTMENT

Yes
SCA

DATE: JUNE 20, 1974

PAGE 1

1. M.C. Lininger & Sons Medford 24,953

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. 4,900 General Exc.	1	4,900		
2,000	S.Y. 8,600 Base Material	2	4 30		
2,100	S.Y. 7,665 Cl. "C" Asphalt Conc., 3 In. Thick	3	3 65		
220	L.F. 1,540 8-inch Sewer Pipe	4	7 -		
2	Only 1,200 Conc. Inlets, Type G-2MA	5	600		
108	L.F. 648 6-inch Drain Pipe	6	6 -		
2	Only 400 Adjusting Manholes	7	200		
	$ 24,953				

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner

PRINTED IN U.S.A.

May 28, 1974

Mrs. Doris Crofoot
City Recorder
P. O. Box 7
Jacksonville, Oregon 97530

Re: 1974 Special City Allotment Project
"E" Street
City of Jacksonville

Dear Mrs. Crofoot:

Enclosed for your records and information is a copy of the approved base design for subject project.

This project has been tentatively scheduled for our June 20, 1974 bid opening. In reference to the project agreement, the City is responsible for the adjustment or relocation of utilities. This work should be coordinated through our Region Utility Engineer, Mr. Gary Kennen, 1523 S.E. Cobb Street, Roseburg 97470, phone 672-6541, extension 241.

Very truly yours,

H. S. Cox
County and City Engineer

By

Jim

James O. Butler
Cities Engineer

JOB:ljt

Encl.

bc: L. W. Rulien
Gary Kennen, Region 3

☐ ENGR. ☑ ASST. ☑ OE ☒ AE ■ UE
☑ UPE B CE K ☒ RPE ☐

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: "E" Street
Highway: City of Jacksonville
County: Jackson
Prefix: 315-1407-910

Res. Engr. Wm. H. Maude
Approx. Length 0.085± mile
Jacksonville Hwy. to Blackstone Alley
(M.P. 33.53)
Date May 10, 1974

Mean Truck A.D.T. 36
Traffic Coefficient 6.0
18 kip s. a. per day 4.4

Annual Precipitation 19"± (Medford)
Frost Penetration - - - - -
CBE Total Requirement 20.0"

(1)

Typical Soil

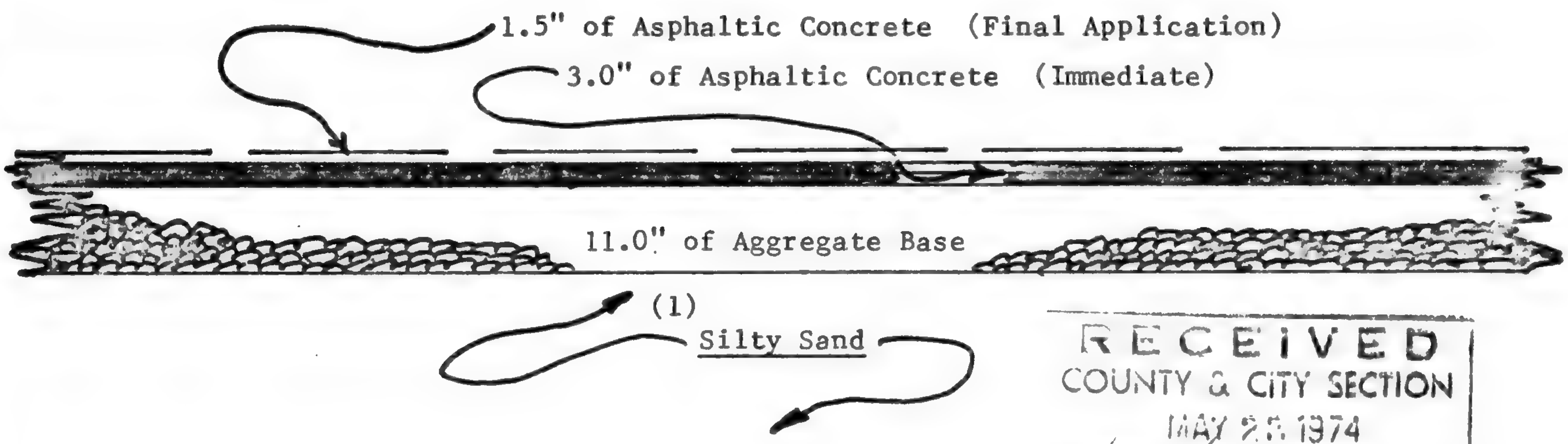
30	LL
9	PI
81	%P 10
50	%P 200
19	% Gravel
13	% C Sand
18	% F Sand
32	% Silt
18	% Clay
6	R Value
A-4	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
6.0	3.0	A.C. (I.)
11.0	11.0	A.B.
20.0	15.5	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application)
3.0" of Asphaltic Concrete (Immediate)
11.0" of Aggregate Base
(1)
Silty Sand

RECEIVED
COUNTY & CITY SECTION
MAY 28 1974
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 2.

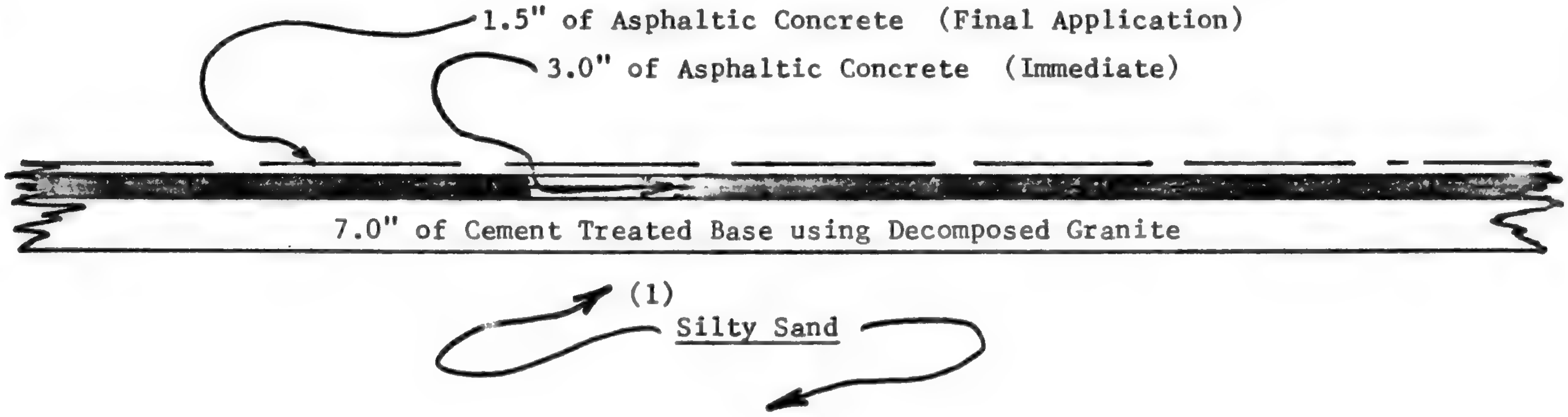
Section:	"E" Street	**Res. Engr.**	Wm. H. Maude
Highway:	City of Jacksonville	**Approx. Length**	0.085+ mile
County:	Jackson		Jacksonville Hwy. to Blackstone Alley (M.P. 33.53)
Prefix:	315-1407	**Date**	May 10, 1974
Mean Truck A.D.T.	36	**Annual Precipitation**	19"+ (Medford)
Traffic Coefficient	6.0	**Frost Penetration**	- - - -
18 kip s. a. per day	4.4	**CBE Total Requirement**	20.0"

(1)

Typical Soil — ***Materials Source:***

	Typical Soil	Credit	Actual Thick.	Component
	LL			
	PI			
SEE	%P 10	3.0	1.5	A.C. (F.A.)
	%P 200	6.0	3.0	A.C. (I.)
	% Gravel			
PAGE	% C Sand	10.5	7.0	C.T.B. D.G.
	% F Sand			
	% Silt			
	% Clay			
1	R Value	19.5	11.5	
	AASHO Classif.			

ALTERNATE STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application)
3.0" of Asphaltic Concrete (Immediate)
7.0" of Cement Treated Base using Decomposed Granite
(1)
Silty Sand

See Remarks on Page 3.

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: "E" Street
HIGHWAY: City of Jacksonville
COUNTY: Jackson

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
4.8 - 6.0	2.0"	---	14.0"	18.0"	16.0"
Cars Only	2.0"	---	9.0"	13.0"	11.0"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 5.2 and a C.B.E. Requirement of 17.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base
1.0" Cement Treated Base using Decomposed Granite = 1.5" Aggregage Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: "E" Street

HIGHWAY: City of Jacksonville

COUNTY: Jackson

550 Present ADT (1974)

5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	24	1.6	38	31	450	13,950
3	4	1.6	6	5	1000	5,000
4	0	---	--	--	1250	- - -
5	0	---	--	--	3180	- - -
6	0	---	--	--	2570	--- -
				36	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 18,950

TWENTY YEAR EWL 379,000

TRAFFIC COEFFICIENT 6.0

SECTION: "E" Street
HIGHWAY: City of Jacksonville
COUNTY: Jackson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks: ___
5. Cost Comparisons: None made. See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of Design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This is a short section (0.085± mile) and traffic does not warrant the use of C.R.P.C.C.

BEN GIFFORD

Section Jacksonville (F. St.

Highway Fifth Street 5-13-74

County Jackson

Kind of Work Grading and Paving

Project Allotment $ 27,300

Project Length .08 mile

Completion Time 60 Calendar days

FA Project No. [illegible]

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 23,654.00

Anticipated Additional Items:

Flagging (State Share) . . . . $
Slide Correction . . . .
Railroad Protective Costs. . . . .
Other Railroad Costs . . . .
Permanent Signing . . . .
Permanent Pavement Striping. . . . .
Stage Construction Striping. . . . .
Temporary Erosion Control. . . . .
Install Truck Scale Mechanism. . . . .
Truck Scale House . . . .
Install Temporary Traffic Signals. . . . .
Install Water Meter. . . . .
Furnish Water. . . . .
Laboratory Fees. . . . .
Furnish Mail Box Posts . . . .
Pipe Bedding Materials . . . .
On the Job Trainees. . . . .
State Responsibility for Damages . . . .
Adjust Utilities . . . . $

$ 23,654.00

Contingencies (4-1/2%) 1064.43

Engineering (10 %). 2365.40

TOTAL $

Credit for . . . . $

Estimated Net Authorization, Construction. . . . . . . $ 27,083.83

RECEIVED
COUNTY & CITY SECTION
MAY 13 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

Jacksonville ("E" Street) Section

Cost Estimate

Item No.	Item	Unit	Quantity	Unit Cost	Total
1	General Excavation	Lump Sum	All Spec.		4350
2	Base Material	Sq. Yd.	2,000	3^{85}	7,700
3	Class "C" Asphalt Concrete, 3 inches Thick	Sq. Yd.	2,100	3^{75}	7,875
4	8-inch Sewer Pipe	Lin. Ft.	220	7^{15}	1573
5.	Concrete Inlets, Type G-2MA	Each	2	450	900
6.	6-inch Drain Pipe	Lin. Ft.	108	7	756
7	Adjusting Manholes	Each	2	250	500
					23654
		4.5 %	Contg.		1,064 ^{43}
		10 %	Engr.		2,365 ^{40}
					27,083 ^{83}

SALEM, OREGON
April 10, 1974

TO: Mr. Victor D. Wolfe
Location Engineer
BUILDING

1974 SCA Project
"E" Street
City of Jacksonville

Attention Mr. P. L. Carstensen

Gary

FROM: Gary E. Zehner
Cities Engineer
County & City Unit

The survey data on subject section has been examined and, with one exception, has been found to be consistent with the project as requested by the City and approved by the Transportation Commission.

Curbs are indicated on the plans and should be eliminated as requested by City in their letter to this office on October 19, 1973.

On March 29, 1974 I contacted Mr. Arthur Miville, City Administrator, regarding control of traffic during construction. Mr. Miville stated that City would close the street to traffic and provide a detour, thus eliminating the need for a bid item for direction of traffic.

GEZ:ljt

Att.

cc: E. S. Hunter
L. W. Rulien
C. G. Swenson
W. G. Beard

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE

OREGON STATE HIGHWAY DIVISION
JACKSONVILLE ("E" STREET)
CITY STREET
JACKSON COUNTY
MARCH, 1974

REPORT OF SURVEY

This project consists of grading and paving of 450 feet of City Street. The top width of 36 feet was designed to save the existing fruit and nut trees.

The only problem anticipated is drainage. The City of Jacksonville has not as yet established any master plan for drainage. To control surface runoff, we have shown asphalt concrete curbs with one inlet at 6th Street and a 10-inch pipe connecting it to an existing inlet at Blackstone Alley. The northerly half of the roadbed will drain to the cross streets and be picked up out of the project limits.

It is proposed that driveway areas have the face of the asphalt concrete curb flattened and the existing material (decomposed granite) be finished to top of curb grade. This will allow control of drainage and access to driveways to be made in the most economical manner. A bid item "Extra for Driveways" has been shown to compensate the contractor for the handwork on this item.

In accordance with letter dated December 21, 1973 from the Region Office, it is requested that the Region Design Section help with "Temporary Protection and Direction of Traffic". In conversation with City representative, it was indicated that there would be no objection to closing "E" Street traffic during working hours. Traffic on this street is very light other than during the school year when buses are frequent during the transit hours.

Utilities conflict will be minimal as the design was such as to exclude problems with above ground utilities. Underground utilities consists of a 4-inch watermain installed at a four-foot depth and a gas line installed at a thirty-inch depth. It is possible that some servies will be above subgrade level but we cannot anticipate the amount at this time.

Wm H. Maude
Wm. H. Maude
Resident Engineer

C GON STATE HIGHWAY DEPARTM NT
Q NTITY SUMMARY & COST ESTI TE

Sheet 1 of 1 Sheets

ection Jacksonville ("E" Street) Unit
lighway City Street County Jackson Prefix 315-1407
ength 0.10 Designer DHH Draftsman DHH Date March 1974

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Temp. Prot. & Direct. of Traf	All	All	-	All		1,182.00
2. General Excavation	C.Y.	650	65	715	5.00	3,575.00
3. Trench Excavation	C.Y.	41	4	45	7.00	315.00
4. Watering	M-Gal	42	4	46	10.00	460.00
5. Agg. Bass - 12" thick	Sq. Yd.	1,840	160	2,000	3.45	6,900.00
6. Class "B" A.C. - 3" thick	Sq. Yd.	1,840	160	2,000	3.00	6,000.00
7. 10-inch Sewer Pipe	Lin Ft	199	11	210	6.50	1,365.00
8. Concrete Inlets, Type G-1	Only	1	-	1	350.00	350.00
9. Adjust Inlets	Only	1	-	1	75.00	75.00
10. Adjust Manholes	Only	2	-	2	250.00	500.00
11. Asphalt Curb	Lin Ft	821	79	900	2.00	1,800.00
12. Special Fill Material Behind Curb	C.Y.	39	4	44	6.00	264.00
13. Extra for Driveways	Only	5	1	6	50.00	300.00
						[illegible]
TOTAL CONTRACT ITEMS						21,904.00
	Plus Engineering and Contingencies 20%					4,381.00
	SUBTOTAL					~~26,285.00~~ [illegible]
Additional Anticipated Items:						
Flagging	Hr	40	-	40	11.50	460.00

Total 25,161[illegible]
$26,745.00

C GON STATE HIGHWAY DEPARTM NT
Q NTITY SUMMARY & COST ESTIN TE

Sheet 1 of 1 Sheets

ction Jacksonville ("E" Street) Unit

ighway City Street County Jackson Prefix 315-1407

ength 0.10 Designer DHH Draftsman DHH Date March 1974

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Temp. Prot. & Direct. of Traf	All	All	-	All		1,185.00
2. General Excavation	C.Y.	650	65	715	5.00	3,575.00
3. Trench Excavation	C.Y.	41	4	45	7.00	315.00
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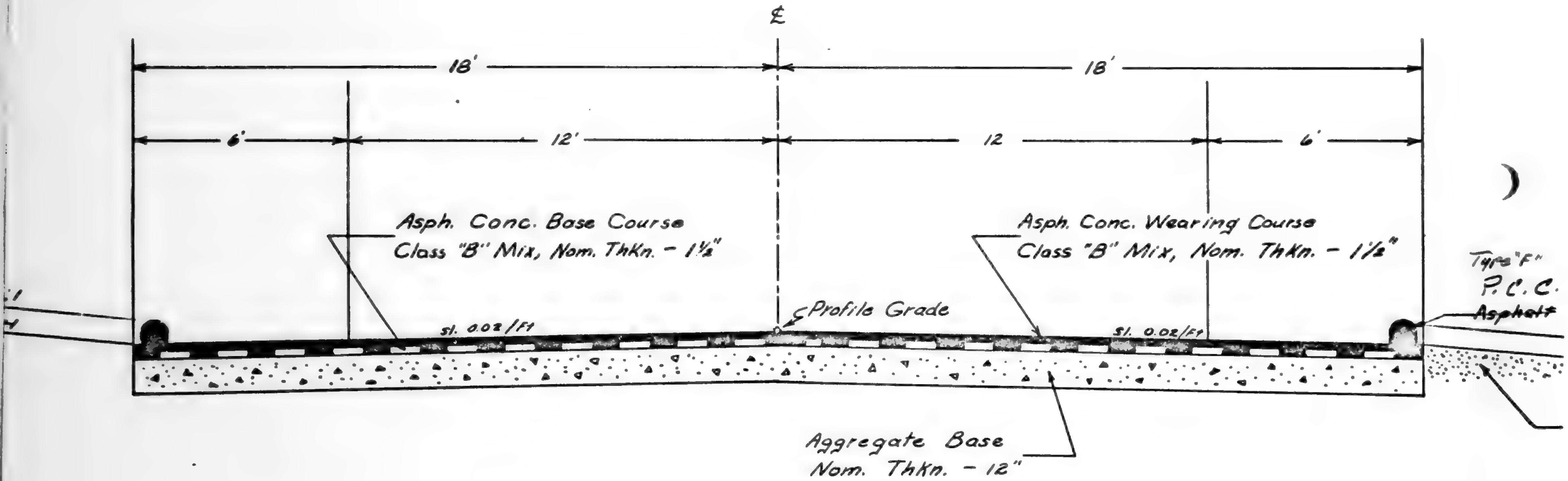
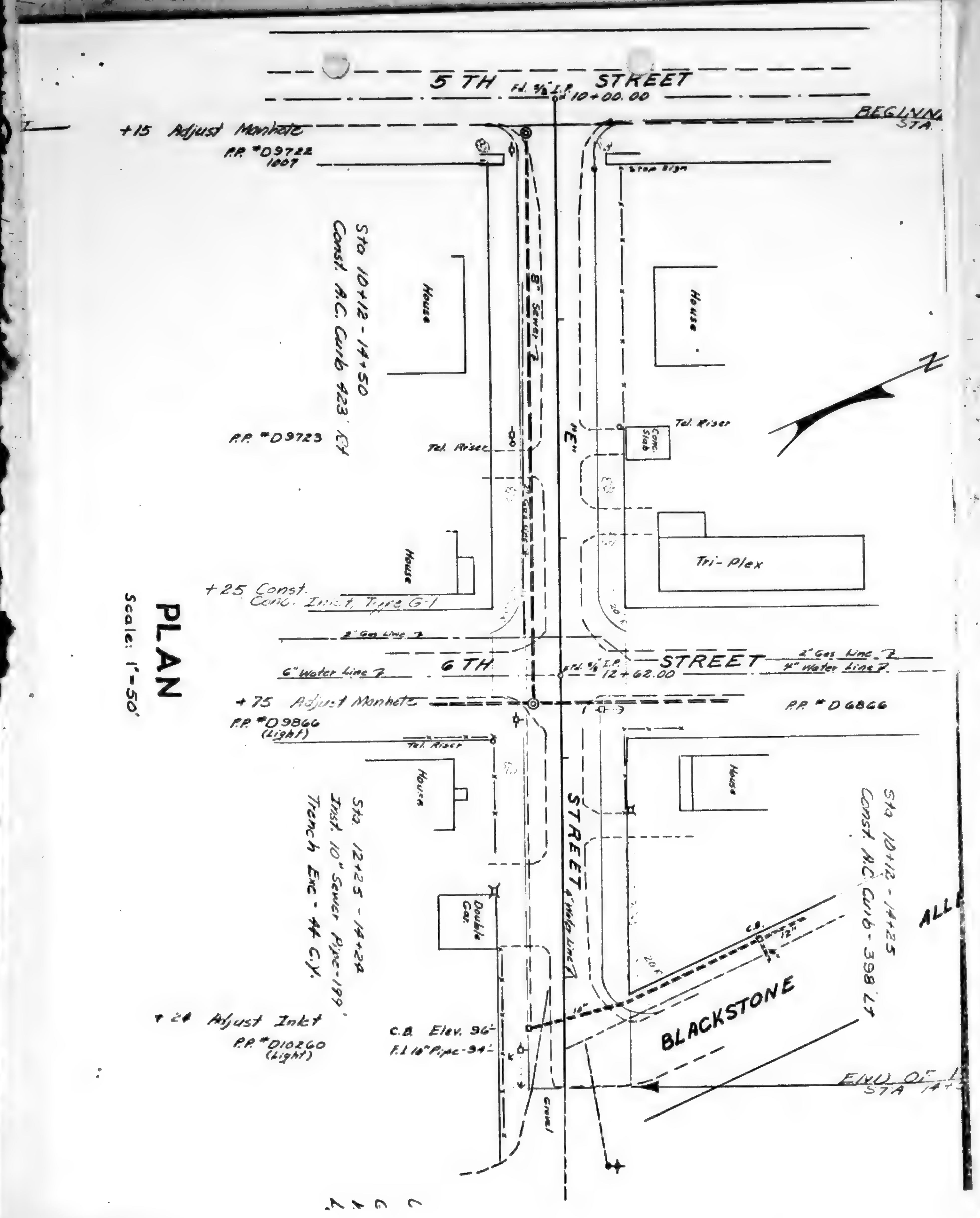
5. Agg. Bass - 12" thick	Sq. Yd.	1,840	160	2,000	3.45	6,900.00
6. Class "B" A.C. - 3" thick	Sq. Yd.	1,840	160	2,000	3.00	6,000.00
7. 10-inch Sewer Pipe	Lin Ft	199	11	210	6.50	1,365.00
8. Concrete Inlets, Type G-1	Only	1	-	1	350.00	350.00
9. Adjust Inlets	Only	1	-	1	75.00	75.00
10. Adjust Manholes	Only	2	-	2	250.00	500.00
11. Asphalt Curb	Lin Ft	821	79	900	2.00	1,800.00
12. Special Fill Material Behind Curb	C.Y.	39	4	44	6.00	264.00
13. Extra for Driveways	Only	5	1	6	50.00	300.00
						[illegible]
TOTAL CONTRACT ITEMS						21,904.00
	Plus Engineering and Contingencies 20%					4,381.00
	SUBTOTAL					26,285.00 [illegible]
Additional Anticipated Items:						
Flagging	Hr	40	-	40	11.50	460.00
						25,161[illegible]

Total $26,745.00


℄
18'
18'
6'
12'
12
6'
Asph. Conc. Base Course
Class "B" Mix, Nom. ThKn. - 1½"
Asph. Conc. Wearing Course
Class "B" Mix, Nom. ThKn. - 1½"
Type "F"
P.C.C.
Asphalt
Profile Grade
Sl. 0.02/Ft
Sl. 0.02/Ft
Aggregate Base
Nom. ThKn. - 12"

TYPICAL SECTION


5 TH STREET
Fd. 3/4" I.P. 10+00.00
BEGINN
STA
+15 Adjust Manhole
P.P. #D9722 1007
Stop Sign
8" Sewer
Sta 10+12 - 14+50
Const. A.C. Curb 423' Rt
House
House
"E"
Tel. Riser
Conc. Slab
P.P. #D9723
Tel. Riser
Gas Line
House
Tri-Plex
+25 Const. Conc. Inlet Type G-1
20 ft
2" Gas Line
6TH STREET
6" Water Line
Fd. 3/4" I.P. 12+62.00
2" Gas Line
4" Water Line
+75 Adjust Manhole
P.P. #D6866
P.P. #D9866 (Light)
Tel. Riser
House
House
STREET
Sta 12+25 - 14+24
Inst. 10" Sewer Pipe-199'
Trench Exc - 44 C.Y.
Sta 10+12 - 14+25
Const. A.C. Curb - 398' Lt
Double Gar.
4" Water Line
C.B.
12"
20 ft
ALL
BLACKSTONE
10"
+24 Adjust Inlet
P.P. #D10260 (Light)
C.B. Elev. 96±
F.L 10" Pipe-94±
Gravel
END OF
STA 14+

PLAN
Scale: 1"=50'

8025

8

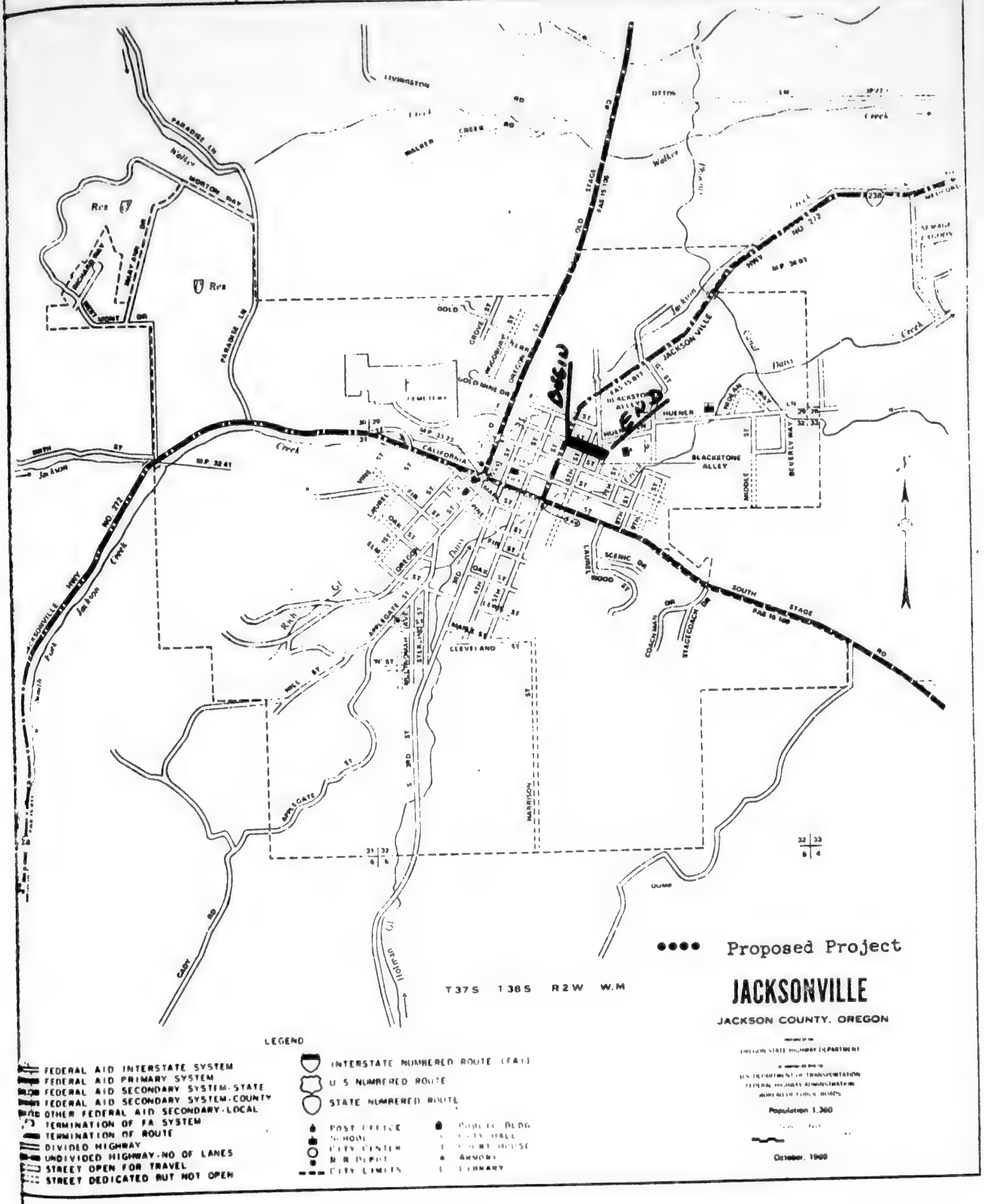
2-11-74

PREFIX: 315-1407

LOCATION PROSPECTUS
JACKSONVILLE ("E" STREET) SECTION
CITY STREET
JACKSON COUNTY

HIGHWAY:	"E" Street. A city street, not on State or Federal-aid system.
TERMINI:	From Jacksonville Highway to Blackstone Alley.
LENGTH:	450 lineal feet.
PROGRAM:	Special City Allotment 1974 Funds.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for grading and paving "E" Street on existing alignment. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time.
TYPICAL SECTION:	Two 12-foot travel lanes and 6-foot shoulders.
MATERIAL:	Commercial source.
ACCESS:	Under City jurisdiction.
UTILITIES:	City's responsibility.
AGREEMENT:	Routine city allotment project.

Attach
February 11, 1974


BEGIN
END
LIVINGSTON
RD
WALKER CREEK RD
Walker
Creek
OTTON LN
PARADISE LN
MORTON WAY
Res
WAY
DR
RICHARDS WAY
MT VIEW DR
DR
PARADISE LN
OLD STAGE RD
FAS 15 108
HWY NO 272
238
MP 34 81
JACKSONVILLE
Jackson
Creek
Daisy
Creek
GOLD
GROVE ST
ST
ST
OREGON
GOLD MINE DR
CEMETERY
FAS 15 011
BLACKSTONE ALLEY
HUENER LN
MEDLEY WAY
BLACKSTONE ALLEY
MIDDLE
BEVERLY WAY
30 29
31 32
MP 33 23
CALIFORNIA
SMITH ST
Jackson
MP 32 41
JACKSONVILLE HWY NO 272
Jackson Creek
North Fork
VINE ST
FIR ST
LAUREL
OAK ST
ELM ST
OREGON ST
PINE
MAIN
ST
5TH
6TH
8TH
9TH
C ST
D ST
E ST
Daisy
Rich Gl
APPLEGATE ST
SHERMAN AVE
STERLING ST
3RD
4TH
5TH
MAPLE ST
CLEVELAND ST
LAUREL
WOOD ST
SCENIC DR
COACHMAN DR
STAGECOACH DR
SOUTH STAGE RD
FAS 10 100
29 28
32 33
MILL ST
'H' ST
APPLEGATE ST
S 3RD ST
ST
HARRISON
CADY RD
Holman Gl
DUMP
31 32
6 5
32 33
5 4
T 37 S T 38 S R 2 W W.M
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U S NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG
CITY HALL
COURT HOUSE
ARMORY
LIBRARY

●●●● Proposed Project

JACKSONVILLE

JACKSON COUNTY, OREGON

Population 1,360

October, 1969

- 8025

8

January 25, 1974

City of Jacksonville
City Hall
Jacksonville, Oregon 97530

Attention: Mrs. Doris Crofoot
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7810

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to "E" Street from 5th Street (Jacksonville Highway) to Blackstone Alley.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

SC-A

FORM R-20 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 11, 1974

SUBJECT: "E" Street (Jacksonville)
City Street
Jackson County

To: Wm. H. Maude
Resident Engineer

I have contacted County-City and they feel we need an official document from the City of Jacksonville indicating their concurrence with a 36' top width on the subject project. If the agreement has not yet been signed by the City, they can cross out the 40' width and substitute 36'. If the agreement has already been signed and returned to Salem, we will need a letter from the City indicating approval of the revision.

J. X. WILSON

Regional Construction Engineer

JXW/cw

cc County and City
Location

RECEIVED
COUNTY & CITY SECTION
JAN 14 1974
☑ ENGR. ☑ COOR. ☑ GE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

[illegible] SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
January 8, 1974

SUBJECT: "[illegible]" Street (Jacksonville)
City Street
Jackson County

To: MEMO TO THE FILES

On January 2, 1974 I called Mrs. Crofoot, Jacksonville City Recorder to discuss the above project. During my field investigation I found that to construct the roadbed as shown on the proposed typical section would require the removal of five (5) English Walnut trees and a fruit tree. Mrs. Crofoot felt that this was unacceptable and said that the City of Jacksonville would agree to a change in typical section if the removal of the trees could be avoided.

The Request for Authority for Survey shows a thirty-six foot top rather than the proposed forty foot design we received from County-City Section in Salem.

Wm H Maude
Wm. H. Maude
Resident Engineer

cc: A. Shirley, Jr. ✓
City of Jacksonville
County-City Section, Salem
Location, Salem

O WH

CITY OF JACKSONVILLE
P. O. BOX 7
JACKSONVILLE, OREGON 97530

October 19, 1973

RECEIVED
COUNTY & CITY SECTION
OCT 22 1973
☐ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

With regard to the proposed project on "E" Street, from the Jacksonville Highway to Blackstone Alley, as outlined in your letter of August 29, 1973, the Council of the City of Jacksonville would like you to submit cost estimates for the project eliminating curbs and sidewalks.

In reviewing your data, we note cost of sidewalks and curbs amounts to $5590.00 estimated. Eliminating these items would reduce the project cost to approximately $25,000.00.

The City would look with favor on the revised project and would be willing and able to pay the costs. Your comments on this proposition will be appreciated.

Sincerely,

CITY OF JACKSONVILLE

Doris E. Crofoot

Doris E. Crofoot (Mrs.)
Recorder

Mrs. Doris Crofoot
City Recorder
P.O. Box 7
Jacksonville, Oregon 97530

August 29, 1973

Dear Mrs. Crofoot:

It is planned to submit your proposed project on "E" Street, from the Jacksonville Highway to Blackstone Alley, to the Transportation Commission for consideration of construction (1974) under the Special City Allotment Act (366.805).

Your proposed project, based on a reconnaissance investigation, is estimated to cost $31,000 for a 40-foot curbed street (see attached estimate). The State's share would be $25,000.

Should the Commission look with favor on your project, would the City be willing and able to pay all costs of the project in excess of $25,000?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary
Gary E. Zehner
Cities Engineer

GEZ:lat

Att.

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ PE ☑ RPE ☐

S.C.A. Investigation Data

1974 PROGRAM

City of JACKSONVILLE Date 8-7-73 Div. 3
Population: 1968 1360 1973 1915
Street "E" Street from [illegible] Jacksonville Hwy) to Blackstone Alley.

No. previous projects 1
Last project 1957 (year)
Total SCA funds $ 25,000.00
Funds/capita $ 13.05
Average/capita $ 26.81

EXISTING

Surface now in place: A.C. ___ Oil × Gravel ___ Concrete ___
Surface width: 18' feet, Shoulder-shoulder width: 32-40 feet
C-C width: — feet, R/W width: 60 feet
Remarks:

PROPOSED

Surfacing: A.C. × Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 8 feet, C-C width: 40 feet
BASE DESIGN: A.C. 3 inches, Leveling ___ inches, Base 12 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: [illegible] mile, 450 feet. Type curb: "C"
Remarks:

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff.	all	all	$ L.S.	$ [illegible]
($500-$1,000)	all	all	L.S.	[illegible]
Clearing & grubbing	c.y.		[illegible]	[illegible]
General excavation	sq. yd.		[illegible]	[illegible]
Concrete sidewalks	c.y.		[illegible]	[illegible]
Trench excavation	M-gal.		10.00	300
Watering	c.y.			
Level material (3/4-0)	c.y.	[illegible]	5.75	5,6[illegible]
Base material	ton	[illegible]	15.00	5,415
Asphalt	all	all	L.S.	[illegible]
Binder	each		[illegible]	190
Concrete inlets	lin. ft.		5.75	[illegible]
Culvert pipe	c.y.		[illegible]	2,0[illegible]
Concrete curbs			17.50	115
[illegible]	Misc			150

*Items include 10% allowance

Total $ 19,280
Perm. signing ($100/intersection) [illegible]
Flagging
Total $ [illegible]
Engineering & contingencies (20%) 3,936
Total $ 23,613
City's estimated share of survey
TOTAL ESTIMATED COST $

24,00

8-7-73

JACKSONVILLE

Hall.

Discussed ... wea
data form ... rs
estimate ... ty
has $13,000 ... e
decided ... and
go with ... e on
flume ...
5" ft. is ... think
take Juni... ind.

Looking E. on "E" St

JACKSONVILLE 8-7-73

At 4th St.

JACK

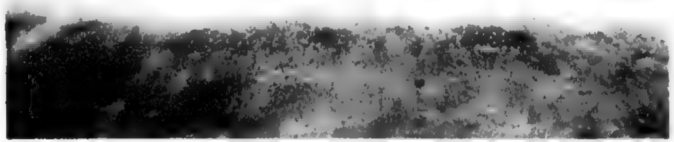
At Jacksonville HWY.

JACKS

Ex

At Jacksonville HWY.

JACK



At School ... Allen

8-7-73

JACKSONVILLE

M… …ll.

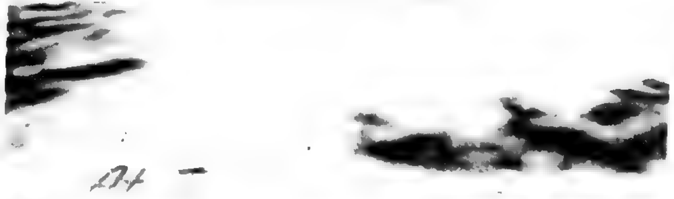
Discussed … …ges
data form… …s
estimate … …y
has $13,000 … …e
decided … …a
go with … …on
there …
"E" St. is … …hich
take Junio… …ed.

Ex

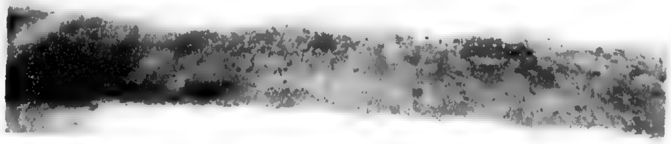
Looking W. on "E" St

JACKSONVILLE 8-7-73

At Jacksonville Hwy


JACKS

At -


JACK

At S

8-7-73

JACKSONVILLE

Met [illegible]

Discussed [illegible]
data forms. [illegible]
[illegible] fo[illegible]
[illegible]
[illegible] to [illegible]
[illegible] with "E[illegible]
[illegible]
[illegible] the [illegible]
[illegible] June [illegible]

[illegible]

Looking E. on "E" St.

JACKSONVILLE 8-7-73

8-7-73

JACKSONVILLE

Met [illegible]
Discussed f[illegible]
data forms. [illegible]
estimate for [illegible]
for $5,000 to [illegible]
decided to [illegible]
go with "E" [illegible]
June. [illegible]
[illegible] is the [illegible]
take June th[illegible]

[illegible] "E"s [illegible]

Existin[illegible]

[illegible]

Looking W. on "E" St.

JACKSONVILLE 8-7-73

Alley

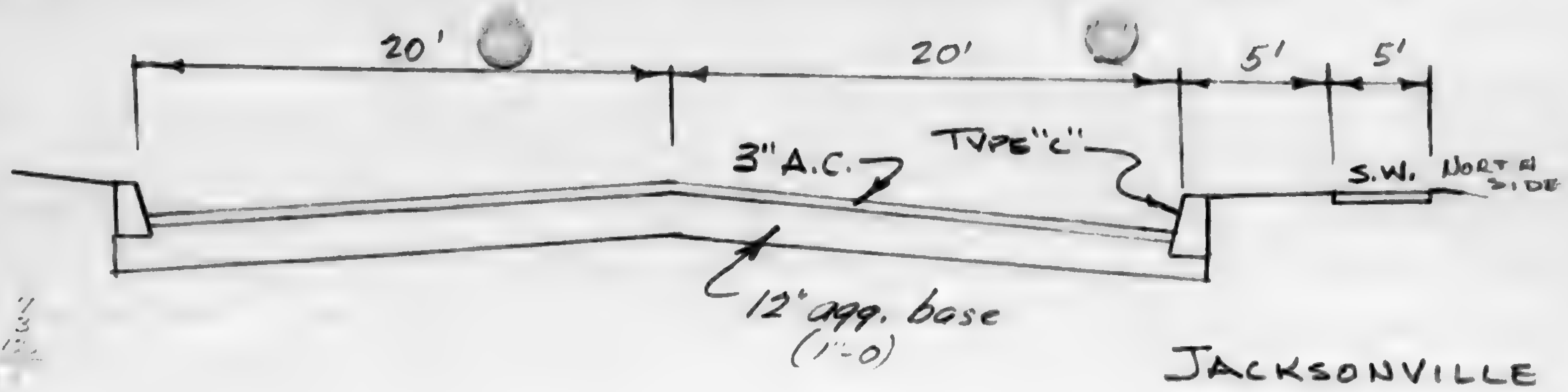
8-7-73

JACKSONVILLE

Met with Art Miville @ City Hall. Discussed projects applied for and reviewed data forms. I told Art that last years estimate for Huner lane was $52,000. City has $13,000± to be used for a project, so we decided to abandon Huner Lane project and go with "E" Street. Most of the traffic on Hunee Lane use "E" St, plus the School on "E" St. is the assembling place for buses which take Junior Hi & Hi school students to Medford.

City would like a 40' [illegible] with a sidewalk on both sides of the [illegible] on the section of "E" St. between 5th St and the grade school. "E" St. from 4th [illegible] should be constructed (funds permitting) [illegible] width and section similar to previous project [illegible].

Existing [illegible] patterns, [illegible] pavement. City [illegible] outfall [illegible] repaired.


20'
20'
5'
5'
3" A.C.
TYPE "C"
S.W.
NORTH SIDE
12" agg. base
(1'-0)

JACKSONVILLE
8-7-73
0.085 MILES

GEN. EXC. = $1.8 \times \frac{41 \times}{27} 450 \times 1.1 =$ 1,360 C.Y.

210
40
250
20
270

TR. EXC = $270 \times \frac{3 \times}{27} 2.5 \times 1.1 =$ 83 C.Y

AGG. BASE = $450 \times \frac{1.0}{27} \times 41 \times 1.43 =$ 980 C.Y.

WATERING = $0.0275 \times 980 \times 1.1 =$ 30 M-Gal

A.C. = $60.3 \times 4.50 =$ [illegible] TONS

F[illegible]ER = [illegible] × 40 × [illegible]5 × 1.1 = [illegible]

INLETS = 2

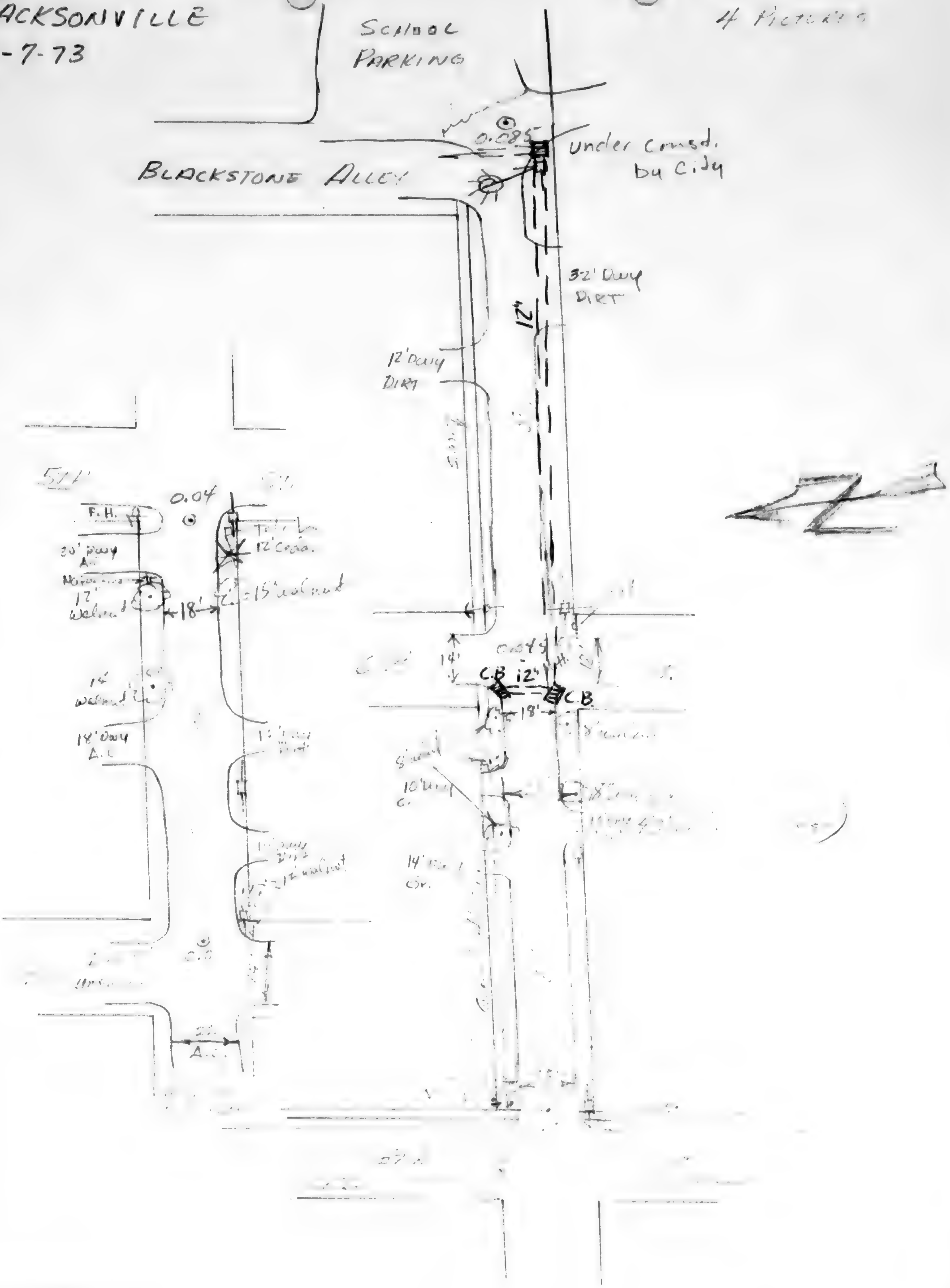
12" [illegible] = [illegible]

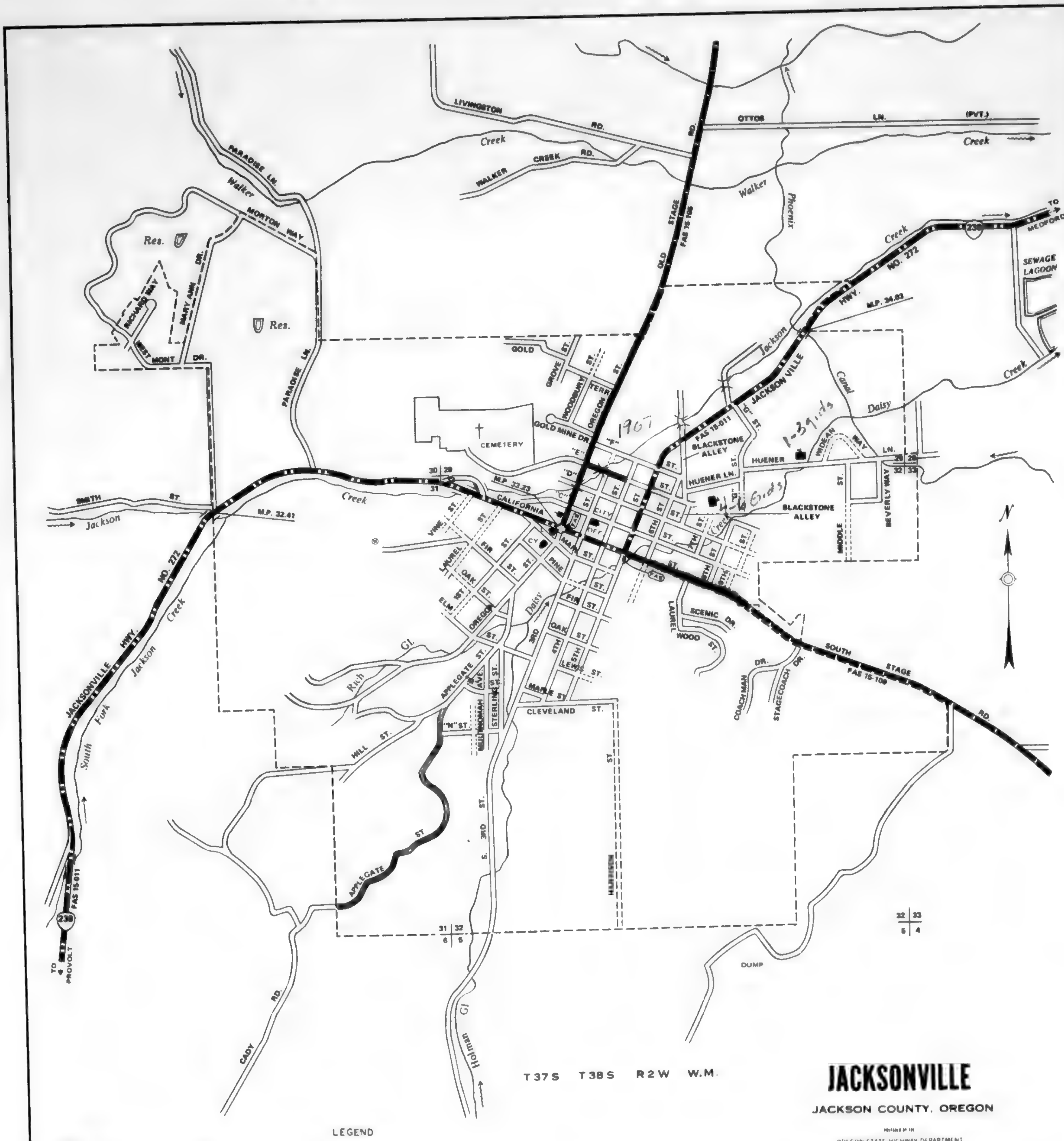
C[illegible] = [illegible] × [illegible] = 31 C.Y.

[illegible] = [illegible] = [illegible] C.Y.

JACKSONVILLE
8-7-73

4 Pictures


SCHOOL PARKING
0.085
under consd. by City
BLACKSTONE ALLEY
32' Dwy Dirt
12"
12' Dwy Dirt
0.04
F.H.
30' Dwy A.C.
12' walnut
18'
15' walnut
12' Cedar
14' walnut
18' Dwy A.C.
12" walnut
0.045
14'
C.B
12"
C.B
18'
10' Dwy
14' Dwy
A.C.



LIVINGSTON RD.
OTTOS LN. (PVT.)
Walker Creek
WALKER CREEK RD.
PARADISE LN.
MORTON WAY
Res.
RICHARD WAY
MARY ANN DR.
WEST MONT DR.
OLD STAGE RD. FAS 15-108
Phoenix
Canal
TO MEDFORD
238
SEWAGE LAGOON
Jackson Creek
JACKSONVILLE HWY. NO. 272
M.P. 34.63
GOLD
GROVE ST.
WOODBURY
OREGON ST.
TERR.
GOLD MINE DR.
CEMETERY
1967
FAS 15-011
BLACKSTONE ALLEY
1-39 ds
HUENER LN.
INDIAN WAY
Daisy Creek
BEVERLY WAY
MIDDLE ST.
4-6 Gds
SMITH ST.
M.P. 32.41
M.P. 33.23
CALIFORNIA ST.
CITY
VINE ST.
LAUREL
OAK
FIR
ELM ST.
PINE
MAIN ST.
SCENIC DR.
LAURELWOOD ST.
SOUTH STAGE RD. FAS 15-109
COACHMAN DR.
STAGECOACH DR.
Rich Gl.
APPLEGATE ST.
3RD
4TH
5TH
LEVY ST.
MAPLE ST.
CLEVELAND ST.
"N" ST.
MULTNOMAH AVE.
STERLING ST.
HILL ST.
S. 3RD ST.
HUENER ST.
South Fork Jackson Creek
TO PROVOLT
CADY RD.
Holman Gl
DUMP
N
30 29 31
29 28 32 33
31 32 6 5
32 33 5 4
T37S T38S R2W W.M.

JACKSONVILLE

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION
BUREAU OF PUBLIC ROADS

Population 1,360

Scale in Feet

October, 1969

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS

●	PUBLIC BLDG.
CY	CITY HALL
CT	COURT HOUSE
A	ARMORY
L	LIBRARY

County Roads within city [illegible] as of 7 29 73 [illegible]

SCA

PROJECT DATA, CITY OF Jacksonville Date May 18, 1973

To be financed by Special City Allotment Fund and necessary city funds.

Street name Huener Lane or E Street
(Locate project on attached map.)

Project length 765 feet --- 670 feet on E Street

DESIRED STREET SECTION:

Standard roadway; width of travel way: 24 feet, width of shoulders: 6 feet

Curbed section; width curb to curb: ~~30~~ 40" E St feet

Remarks Both of these atreets have schools, bus traffic and Huener Lane is dead-end with two subdivisions and trailer park at end of street

Surface now in place: Oil x Paving ___ Gravel ___

Present surface width: 18 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ___ No x

State to furnish right-of-way descriptions? Yes ___ No x

Give width of intersecting streets: 30 feet

Are intersecting streets curbed? Yes ___ No x

Remarks ___

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No x

Width between present curbs: ___ feet

City to construct curbs? Yes ___ No x

To be constructed as part of project? Yes x No ___

Length of desired radius on curb returns: 30 feet

Does city desire special type of curbs? Yes ___ No x

Explain: Curb section to be considered on East "E" Street

RECEIVED
COUNTY & CITY SECTION
MAY 25 1973
☐ ENGR. ☑ COOR. ☑ JE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No x

Present sidewalks, Length: ________ feet; Width: ________ feet

Distance between present sidewalks: ________ feet

Are sidewalks to be constructed as part of project? Yes x No____

Width of sidewalks to be constructed: 5 feet

Are sidewalks to be constructed only on one side of street? Yes x No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

460 feet N. x S.___ E.___ W.___

________ feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No x

Is utility strip required? Yes x No____; Width: 2 feet

Remarks____

- -

STORM SEWERS -

Now in place? Yes x No____

If yes, are they adequate for increased flow? Yes x No____

Indicate depth of main lines from present surface: 2 feet

To be constructed by City? Yes x No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

- -

SANITARY SEWERS -

Now in place? Yes x No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 8 feet

Remarks E Street sewer main 6' deep

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ___

If yes, how deep from present surface? 3 feet

Remarks ___

DRIVEWAYS: (~~All driveway construction beyond curb line to be at city's expense.~~)

To be constructed as part of project? Yes x No ___

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes x No ___

How many? 5

Must driveways be Portland cement to comply with city code? Yes ___ No x

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No x (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes x No ___

Electric poles? Yes x No ___

Which company? Cal. Pacific Utilities, Pacific Power & Light Co,
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes x No ___

Which company? Pacific Northwest Bell

Railroad tracks? Yes ___ No x

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ___

SCA

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No x

Clearing? Yes ___ No x

Base rock? Yes ___ No x

Concrete curbs? Yes ___ No x

Driveways? Yes ___ No x

Remarks ______

GENERAL INFORMATION:

Are city finances available? Yes x No ___

When available? Date July 1, 1974 $12,000

Has city established grade on street? Yes ___ No x
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material:

Excavated materila can be disposed of at sewer disposal plant.

General remarks: Streets indicated receive exessive wear from traffic. They are expensive to maintain. Please consider that Jacksonville has had only one project accepted.

By John T. Sullivan
Mayor

By Doris E. Crofoot
City Recorder or City Manager

By ______
City Engineer

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Jacksonville is an incorporated city of the State of Oregon and has a population of 1920 as given by the latest official census; and

WHEREAS, the following streets of said city,

Huener Lane

East "E" Street

South Third Street

RECEIVED
COUNTY & CITY SECTION
MAY 15 1973
☐ ENGR. ☑ COOR. ☐ GE ☑ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are 'receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

:c-50, 1959 Rev.)

4. That the City of Jacksonville does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate City Administrator as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 1st day of May, 1973.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Jacksonville at a regular or special meeting of said Council, held on the 1st day of May, 1973, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 1st day of May, 1973.

Doris E. Crofoot
City Recorder

#026 Shady Cove (Schoolhouse 1974
Lane) Sec. on city street
(Grading and paving)

C/A 4885 2-28-74

sca-74

Date April 23, 1975

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1974

Contract # 8026 Prefix 315-1725 Survey Prefix 315-1406

Street Schoolhouse Lane

City Sandy Cove

Payments to Contractor (see attached voucher)	$15,639.96*
Engineering and Contingencies	1,819.76
Survey: Total $2,531.72 Prorated Share	--
TOTAL	$17,459.72
Agreed State Share	$17,459.72
Agreed City Share	--
City Advance Deposit	--

Reference: Outside Billing --

*Includes interest in the amount of $5.95.

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

RU

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L TO DATE JOB COST SUMMARY                                              MARCH 1975          PAGE  442

RIPTION OF JOB OR DEPARTMENT       PREFIX      FUNCTION   GR   CURRENT MONTH           FISCAL               GRAND TOTAL
                                                                                    YEAR TO DATE             TO DATE
                                  313   1473    921       00                         173.[illegible]          [illegible]
                                               ** JOB TOTALS **                **    2[illegible].40    **    13,[illegible]
AGINAW AVE (BURNS)                313   1481    901       00       451.17            451.17                  451.17
                                               ** JOB TOTALS **    451.17      **    451.17     **           451.17
ARDY COVE (SCHOOLHOUSE LANE)      315   1406    901       00                          32.42                1,625.37
                                  315   1406    905       00                           3.10                  2[illegible]1.40
                                  315   1406    910       00                                                 294.56
                                  315   1406    918       02                                                   2.[illegible]
                                  315   1406    920       00                                                  [illegible].23
                                  315   1406    921       00                         122.94                  3[illegible].44
                                               ** JOB TOTALS **                **    165.06     **         2,531.72
CKSONVILLE (E STREET              315   1407    901       00                                               1,403.83
                                  315   1407    905       00                           3.10                  313.22
                                  315   1407    910       00                                                 457.25
                                  315   1407    918       02                                                   1.10
                                  315   1407    920       00                                                  36.95
                                  315   1407    921       00                         121.63                  416.57
                                  315   1407    924       00                                                  22.18
                                               ** JOB TOTALS **                **    124.73     **         2,651.60
LD HILL (5TH AVE)                 315   1499    901       00                                               1,418.82
                                  315   1499    905       00                                                 185.23
                                  315   1499    918       01                                                    .13
                                  315   1499    920       00                                                   6.99
                                  315   1499    921       00                                                 150.61
                                               ** JOB TOTALS **                **               **         1,761.78
VE JCT-LISTER ST-RIVER ST         317   1493    901       00                                               1,449.33
                                  317   1493    905       00                                                 426.02
                                  317   1493    910       00                                                  65.74
                                  317   1493    918       01                                                    .13
                                  317   1493    920       00                                                  13.92
                                  317   1493    921       00                                                 186.94
```

3-75

O DATE JOB COST SUMMARY MARCH 1975

PTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
SONVILLE-E STREET	315	1724	201	00		23,892.41	23,892.41
	315	1724	204	00			
	315	1724	900	00		2,204.90	2,204.90
			** JOB TOTALS **		**	26,097.31 **	26,097.31 **
Y C -SCHOOLHOUSE LN	315	1725	201	00		15,634.01	15,634.01
	315	1725	204	00			
	315	1725	205	00		5.95	5.95
	315	1725	278	02		250.08	250.08
	315	1725	900	00		1,819.76	1,819.76
			** JOB TOTALS **		**	17,709.80 **	17,709.80 **
AS CITY ALLOTMENT PROJECT	316	1712	287	00		14,000.00	14,000.00
			** JOB TOTALS **		**	14,000.00 **	14,000.00 **
JUNCTION (JUNCTION AVE)	317	1702	201	00			20,418.05
	317	1702	900	00			2,478.73
			** JOB TOTALS **		**	**	22,896.78 **
OQUIN-2ND AVE & BLOCKINGR	318	1707	201	00 0			17,602.33
	318	1707	900	00 0			1,894.12
			** JOB TOTALS **		**	**	19,496.45 **
OQU -2ND AVE	318	1708	201	00			21,269.60
	318	1708	900	00			1,875.85
	318	1708	900	00 -			3.07
			** JOB TOTALS **		**	**	23,148.52 **
VIEW-J STREET N	319	1708	201	00			14,868.31
	319	1708	203	00			780.00CR
	319	1708	900	00			1,362.65
	319	1708	900	00 0			5.56
			** JOB TOTALS **		**	**	15,456.52 **
TA-5TH ST	320	1723	201	00			17,572.41
	320	1723	900	00			2,371.15
			** JOB TOTALS **		**	**	19,943.56 **
LL(CANNON & HYLAND STS)	320	1724	201	00			16,332.06
	320	1724	900	00			2,206.91
			** JOB TOTALS **		**	**	[illegible] **

```
O DATE JOB COST SUMMARY                                                     MARCH 1975        PAGE 483

                                                                              FISCAL          GRAND TOTAL
TION OF JOB OR DEPARTMENT          PREFIX      FUNCTION   GR  CURRENT MONTH   YEAR TO DATE     TO DATE
SONVILLE-E STREET               315   1724    201     00                      23,892.41       23,892.41
                                315   1724    204     00
                                315   1724    900     00                       2,204.90        2,204.90
                                           ** JOB TOTALS **             **    26,097.31  **   26,097.31  **

Y C -SCHOOLHOUSE LN             315   1725    201     00                      15,634.01       15,634.01
                                315   1725    204     00
                                315   1725    206     00                           5.95            5.95
                                315   1725    228     02                         250.03          250.03
                                315   1725    900     00                       1,819.76        1,819.76
                                           ** JOB TOTALS **             **    17,709.80  **   17,709.80  **

RS CITY ALLOTMENT PROJECT       316   1712    287     00                      14,000.00       14,000.00
                                           ** JOB TOTALS **             **    14,000.00  **   14,000.00  **

 JUNCTION (JUNCTION AVE)        317   1702    201     00                                      20,418.05
                                317   1702    900     00                                       2,478.73
                                           ** JOB TOTALS **             **               **   22,896.78  **

OQUIN-2ND AVE & BLOCKINGR       318   1707    201     00 0                                    17,602.33
                                318   1707    900     00 0                                     1,894.12
                                           ** JOB TOTALS **             **               **   19,496.45  **

OOL -2ND AVE                    318   1708    201     00                                      21,269.60
                                318   1708    900     00                                       1,826.85
                                318   1708    900     00 -                                         3.07
                                           ** JOB TOTALS **             **               **   23,143.52  **

VIEW-J STREET N                 319   1708    201     00                                      14,868.31
                                319   1708    203     00                                         780.00CR
                                319   1708    900     00                                       1,362.65
                                319   1708    900     00 0                                         5.56
                                           ** JOB TOTALS **             **               **   15,456.52  **

TA-5TH ST                       320   1723    201     00                                      17,572.41
                                320   1723    900     00                                       2,371.15
                                           ** JOB TOTALS **             **               **   19,943.56  **

L(CANNON & HYLAND STS)          320   1724    201     00                                      16,332.06
                                320   1724    900     00                                       2,206.91
                                           ** JOB TOTALS **             **               **
```

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                              SUMMARY OF COST DISTRIBUTION          DATE 12/12/74

FUND VOUCHER OBJECT          SYSTEM MAJOR PROJECT            GRP      AMOUNT   P/N REF/P.O.
     NUMBER                  COUNTY CLASS           FUNCTION                       CREW NO.

 1    22926       41            315   17    25      204 00             775.58
 1    22926       41            315   17    25      206 00               5.95

                                                                        781.53  *

                                                                        781.53  *
```

FISCAL YEAR
74-75

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

DISBURSEMENT VOUCHER

WARRANT NUMBER 22926

	VOUCHER DATE	TOTAL AMOUNT
M.C. Lininger & Sons Inc. Box 1145 Medford, OR 97501	12/6/74	$ 781.53

Contract No. 8026	Estimate No. 3 Final	Principal	$ 775.58
		Interest	5.95
dm			

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

CHECKED - Acctg. Control

OREGON STATE HIGHWAY DIVISION

:ONTRACT PAYMENT VOUCHER

31-734-1020

COUNTY JACKSON	CONTRACT NO 8026	EST MATE NO 3	PREFIX NO'S
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.		
SECTION SHADY COVE (SCHOOLHOUSE LANE)			

).	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
	9N GENERAL EXCAVATION	LUMP SUM	2400.0000	100.000	2400.00	2400.00
	9N 1"-0 AGGREGATE BASE 6-INCHES THICK	SQ YDS	4.0000	1,914.930	7659.72	7659.72
	9N CLASS C ASPHALT CONCRETE, 2-INCHES THICK	SQ YDS	2.7500	1,790.510	4923.90	4923.90
	9N 8-INCH CULVERT PIPE	LIN FT	5.0000	30.000	150.00	150.00
5.	9N 12-INCH CULVERT PIPE	LIN FT	7.0000	54.000	378.00	378.00
	FORCE ACCOUNT ITEMS					
1	& ADDITIONAL GENERAL EXCAVATION				122.39	122.39

DATE 11 15 74 PG. 01 8026	TOTAL CONTRACT ITEMS	15511.62	15511.62
PREVIOUS VOUCHER NO. 7273	% RETAINED ON CONTRACT ITEMS	-	775.58
CHECKED BY: -dm	FORCE ACCOUNT	122.39	122.39
ENGINEER OR AUDITOR W.H. Maude	TOTAL PAYMENTS	15,634.01	14,858.43

DIVISION VOUCHER	COUNTY JACKSON	CONTRACT NO 8026	ESTIMATE NO 3
	HIGHWAY CITY STREET	FEDERAL AID PROJECT NO	PREFIX NO'S
	SECTION SHADY COVE (SCHOOLHOUSE LANE)		

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ATION	LUMP SUM	2400.0000	100.000	2400.00	2400.00	
TE BASE 6-INCHES THICK	SQ YDS	4.0000	1,914.930	7659.72	7659.72	
ALT CONCRETE,2-INCHES THICK	SQ YDS	2.7500	1,790.510	4923.90	4923.90	
RT PIPE	LIN FT	5.0000	30.000	150.00	150.00	
ERT PIPE	LIN FT	7.0000	54.000	378.00	378.00	
UNT ITEMS						
ENERAL EXCAVATION				122.39	122.39	
01 8026	TOTAL CONTRACT ITEMS			15511.62	15511.62	
	% RETAINED ON CONTRACT ITEMS			-	775.58	775.58
	FORCE ACCOUNT			122.39	122.39	
	TOTAL PAYMENTS			15,634.01	14,858.43	775.58

8026

November 20, 1974

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On November 14, 1974, we wrote to you concerning release of final payment on Contract No. 8026 awarded to M. C. Lininger & Sons, Inc., for work on Schoolhouse Lane in Shady Cove, Jackson County.

Final payment on this contract is $775.58 and the total contract amount is $15,634.01 including $122.39 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc M. C. Lininger & Sons, Inc.
Box 1145
Medford, OR 97501

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8026

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Shady Cove (Schoolhause Lane)	WEEK ENDING September 21, 1974	SECTION PREFIX 315-1725
HIGHWAY City Street	COUNTY Jackson	
NAME OF JOB Shady Cove (Schoolhouse Lane)	KIND OF WORK Grading & Paving	
CONTRACTOR M. C. Lininger & Sons, Inc.	CONTRACT NUMBER 8026	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT June 26, 1974	DATE WORK STARTED September 3, 1974	ESTIMATED COMPLETION DATE September 18, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 13 SUPERVISION: 2	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 60	WORK DAYS USED CALENDAR DAYS USED 57
PROJECT AUTHORIZATION: $ 18,589.08	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 95
EXCLUSIVE OF ENGINEERING: $ 16,965.58	ENGINEERING AUTHORIZATION $ 1,623.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 16,965.58	ENGINEERING COST TO DATE $ 1,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN .0 %	PERCENT OF AUTHORIZATION 62 %	DATE PROJECT WAS COMPLETED: September 18, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.09	0.09			0.09
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.09	0.09			0.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	2,000			1,800 sq.yds
TOTAL QUANTITIES CORRECTED TO DATE	100%	2,000			1,800 sq.yds
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	2,000			1,800 sq.yds
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
6 - Trucks 1 - Paver
2 - Rollers 1 - Waterwagon

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Fair	1		
MONDAY 16	Fair	1		
TUESDAY 17	Fair	1		
WEDNESDAY 18	Fair	1		
THURSDAY 19	Fair	0		Project Complete
FRIDAY 20	Fair	0		
SATURDAY 21	Fair	0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity-
MONDAY	No Activity
TUESDAY	Foreman & 2 men raked tire marks from base rock. Watered & rolled before paving. Rogue River Paving finished paving main line by noon, driveways was hand work.
WEDNESDAY	Foreman & 2 men w/pan wacker, waterwagon & 10 yd. dumptruck placing 1"-0 base rock placed on shoulders. Project Completed
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Completed paving Tuesday. Bud Shirley, Region Engineer over project Wednesday.

Project was completed Wednesday, 9-18-74.

J. X. Wilson, Region Construction Engineer, made final inspection of project Friday, 9-20-74.

Final Weekly Report.

SIGNED K C Allen LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP·F216

8026 J

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Shady Cove (Schoolhouse Lane) **Date** September 16, 1974

Highway City Street **Contract No.** 8026 ✓

County Jackson **Prefix** 315-1725 ✓

Contractor M. C. Lininger & Sons, Inc. **F. A. Project No.** State ✓

Address P. O. Box 1145; Medford, Oregon 97501 **Order No.** 1 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Additional General Excavation.

Location by station numbers:

3+00 to 4+30

Estimate of quantities and cost:

Labor:	$100.00
Equipment:	50.00
TOTAL:	$150.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

To reimburse the contractor for re-shaping slopes and additional general excavation in roadside ditch.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$18,589.08 ✓
Present estimate of project cost, including $150.00 ✓ for work under this order	$18,589.08
Expected under-run / over-run amount	$ None
Expected under-run / over-run per cent	None

Space to right of this line is for use of Salem Office

Submitted by: Wm H. ✓ Resident Engineer

Approval Recommended: J. X. Wilson Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved ✓ Construction Engineer.

cc: John Jenkins

AD

8026

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

bc: E. S. Hunter
L. W. Rulien
C. T. Keasey
A. Shirley, Jr.

June 21, 1974

Ms. Muriel NewComb
City Recorder
City Hall
Shady Cove, OR 97539

NOTED
E. S. HUNTER

Dear Ms. NewComb:

On June 20, 1974 bids were opened on the 1974 Special City Allotment project on Schoolhouse Lane. The apparent low bid was submitted by M. C. Lininger & Sons, Inc., of Medford.

The anticipated costs are as follows:

Contractor's bid		$15,935.00
Anticipated additional items:		
Permanent signing	200.	
Permanent pavement striping	100.	300.00
		$16,235.00
Engineering & Contingencies (14½%)		2,354.08
TOTAL		$18,589.08

It is anticipated that the contract will be awarded in a few days based on Highway Division approval.

Very truly yours,

H. S. Cox
County and City Engineer

By

Jim

James O. Butler
Cities Engineer

JOB:ljt

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

M. C. Lininger & Sons, Inc., Medford

SHADY COVE (SCHOOLHOUSE LANE) SECTION

CITY STREET

JACKSON COUNTY

State Project
0.09 Mi. Grading and Paving

Bids Received June 20, 1974

1.	General Excavation	All Specified		$ 3,650.00
2.	1"-0 Aggregate Base, 6-inches Thick	2,000 sq.yds.	2.25	4,500.00
3.	Class "C" Asphalt Concrete, 2-inches Thick	1,800 sq.yds.	2.85	5,130.00
4.	8-inch Culvert Pipe	33 lin.ft.	7.00	231.00
5.	12-inch Culvert Pipe	60 lin.ft.	9.75	585.00
		For Comparison of Bids		$ 14,096.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$14,096.00	15,935.00
Anticipated Additional Items:			
Permanent Signing	200.00		
Permanent Pavement Striping	100.00		
		300.00	300.00
		$14,396.00	16,235.00
Contingencies (4-1/2%)		647.82	2,354.08
Engineering (10%)		1,439.60	
Estimated Net Authorization, Constr.		$16,483.42	18,589.08

Muriel NewComb
187-1-878-2270

6-20-74
Tried to phone Ms. Newcomb
but there was no answer
JHB

Approx. 13% over
[illegible] $

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

14,096 1839

PROJECT NO.: #5 JACKSON COUNTY
SHADY COVE (SCHOOLHOUSE LANE) SECTION
CITY STREET

OWNER: OREGON STATE HIGHWAY DEPARTMENT YES

DATE: JUNE 20, 1974 SCA **PAGE 1**

M.C. Linniger Medford 15,935

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. 2,400 General Exc.	1	2,400		
2,000	S.Y. 8,000 1"-0 Aggregate Base, 6-inches Thick	2	4-		
1,800	S.Y. 4,950 Cl. "C" Asphalt Conc., 2-inches Thick	3	2.75		
33	L.F. 165 8-inch Culvert Pipe	4	5-		
60	L.F. 420 12-inch Culvert Pipe	5	7-		
	15,935				

S-1370 4/73

BOND WITH SAFECO

(R) SAFECO Insurance Company of America, registered trademark owner

PRINTED IN U.S.A.

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

PROJECT NO.: #5 JACKSON COUNTY
SHADY COVE (SCHOOLHOUSE LANE) SECTION
CITY STREET

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: JUNE 20, 1974 14,096.

PAGE 1

① M.C. Lenneger & Sons Medford 15,935
②
③

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	General Exc.	1	2400-		
2,000	S.Y.	1"-0 Aggregate Base, 6-inches Thick	2	4-		
1,800	S.Y.	Cl. "C" Asphalt Conc., 2-inches Thick	3	2 75		
33	L.F.	8-inch Culvert Pipe	4	5-		
60	L.F.	12-inch Culvert Pipe	5	7-		

S-1370 4/73

5CA

BOND WITH SAFECO

(R) SAFECO Insurance Company of America, registered trademark owner

PRINTED IN U.S.A.

PIPE DATA
Culvert Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum .060" Thick Or Galv. Iron Or Steel, .064" Thick) With Type "A" Coating.

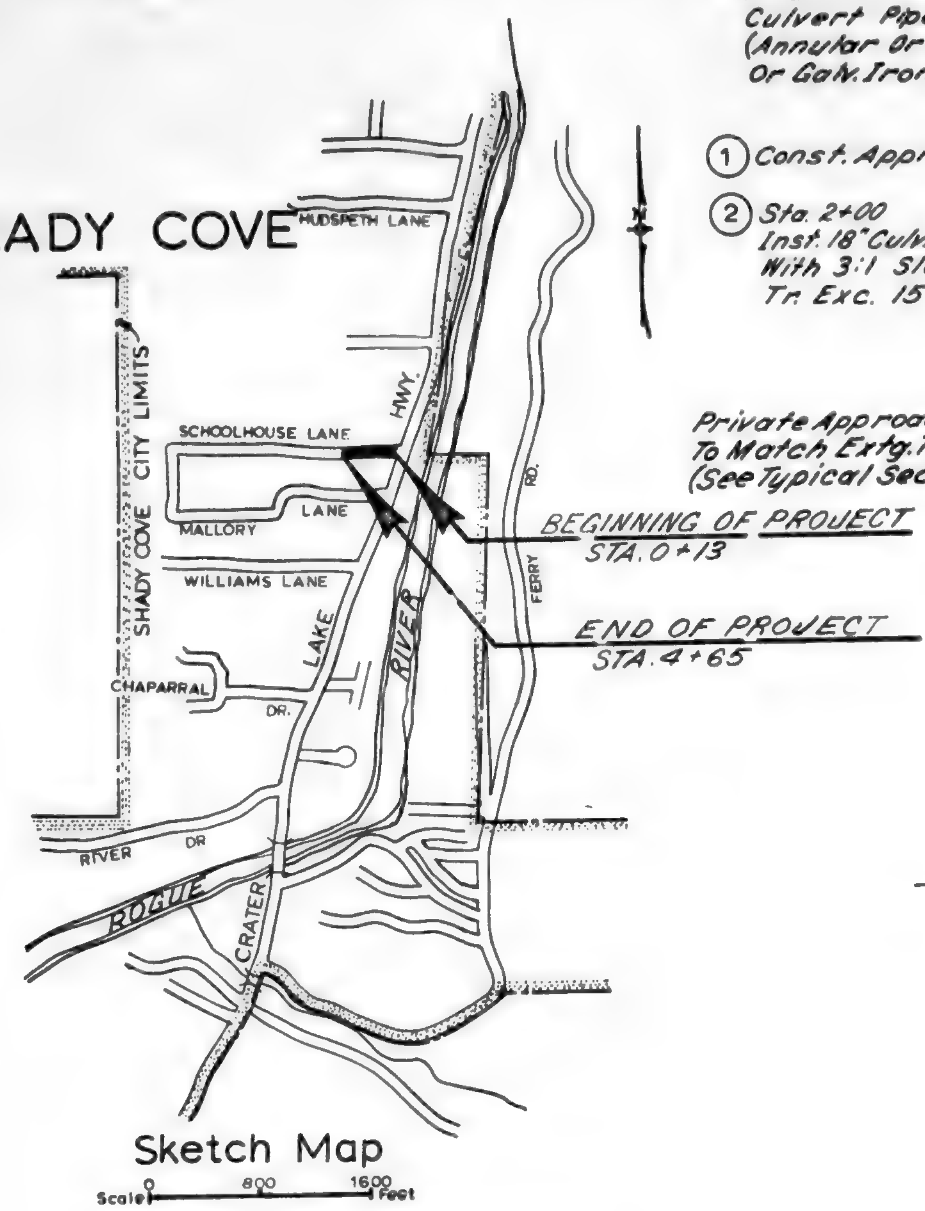
① Const. Approaches -3 (Total)

② Sta. 2+00
Inst. 18" Culv. Pipe -54'
With 3:1 Sloped Ends
Tr. Exc. 15 C.Y.

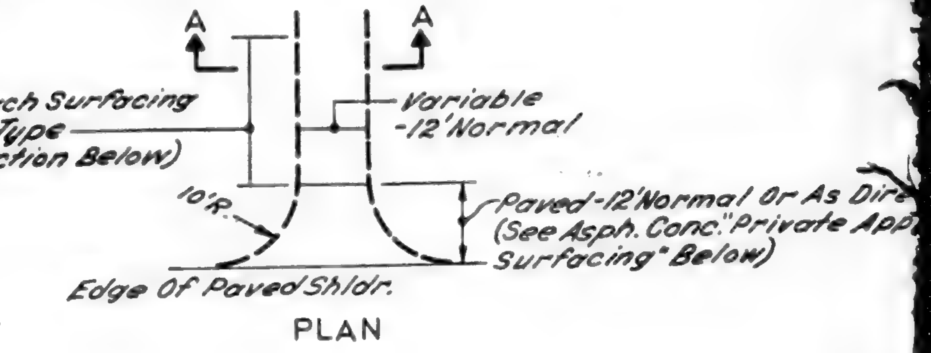
③ Sta. 2+12
Remove 12" Culv. Pipe -30'

④ S

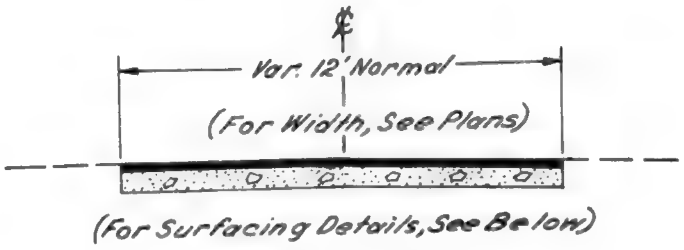
⑤


SHADY COVE
HUDSPETH LANE
SHADY COVE CITY LIMITS
SCHOOLHOUSE LANE
MALLORY
LANE
WILLIAMS LANE
CHAPARRAL
DR.
LAKE
HWY.
RIVER
FERRY
RD.
RIVER
DR
ROGUE
CRATER
BEGINNING OF PROJECT
STA. 0+13
END OF PROJECT
STA. 4+65
Scale 0 800 1600 Feet

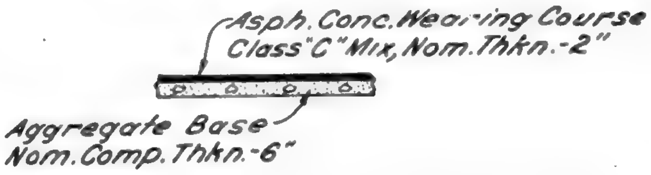
Sketch Map


A
A
Private Approach Surfacing To Match Extg. Type (See Typical Section Below)
Variable -12' Normal
10' R.
Paved -12' Normal Or As Dire
(See Asph. Conc. "Private App
Surfacing" Below)
Edge Of Paved Shldr.

PLAN


℄
Var. 12' Normal
(For Width, See Plans)
(For Surfacing Details, See Below)

SECTION A-A
APPROACH


Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn. -2"
Aggregate Base Nom. Comp. Thkn. -6"

PRIVATE APPROACH SURFACING

PRELIMINARY COPY
MAY 2 1974
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PRELIM
SUBJEC

APPROVED
CITY OF Shady Cove
BY MAYOR Ray Briggs
BY RECORDER Muriel [illegible]
DATE 23 May 1974

RECEIVED
COUNTY & CITY SECTION
MAY 28 1974
☐ ENGR. ☑ [illegible] ☑ [illegible] ☑ [illegible] ■ UE
☐ UPE ☑ CE ☑ RE ☑ RPE ☐

OREGON STATE HIGHWAY DIVISION GRADING & PAVING SHADY COVE (SCHOOLHOUSE LANE) SEC. CITY STREET JACKSON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	STATE		1

R.1 W., T.34 S., W.M.

④ Sta. 2+04
Remove Conc. Box Rt.
Remove 6" Pipes -10' Ea.

⑤ Sta. 4+25
Inst. 8" Culv Pipe -30'
Tr. Exc. 4 C.Y.

bick
oating.

12" Culv. Pipe -30'

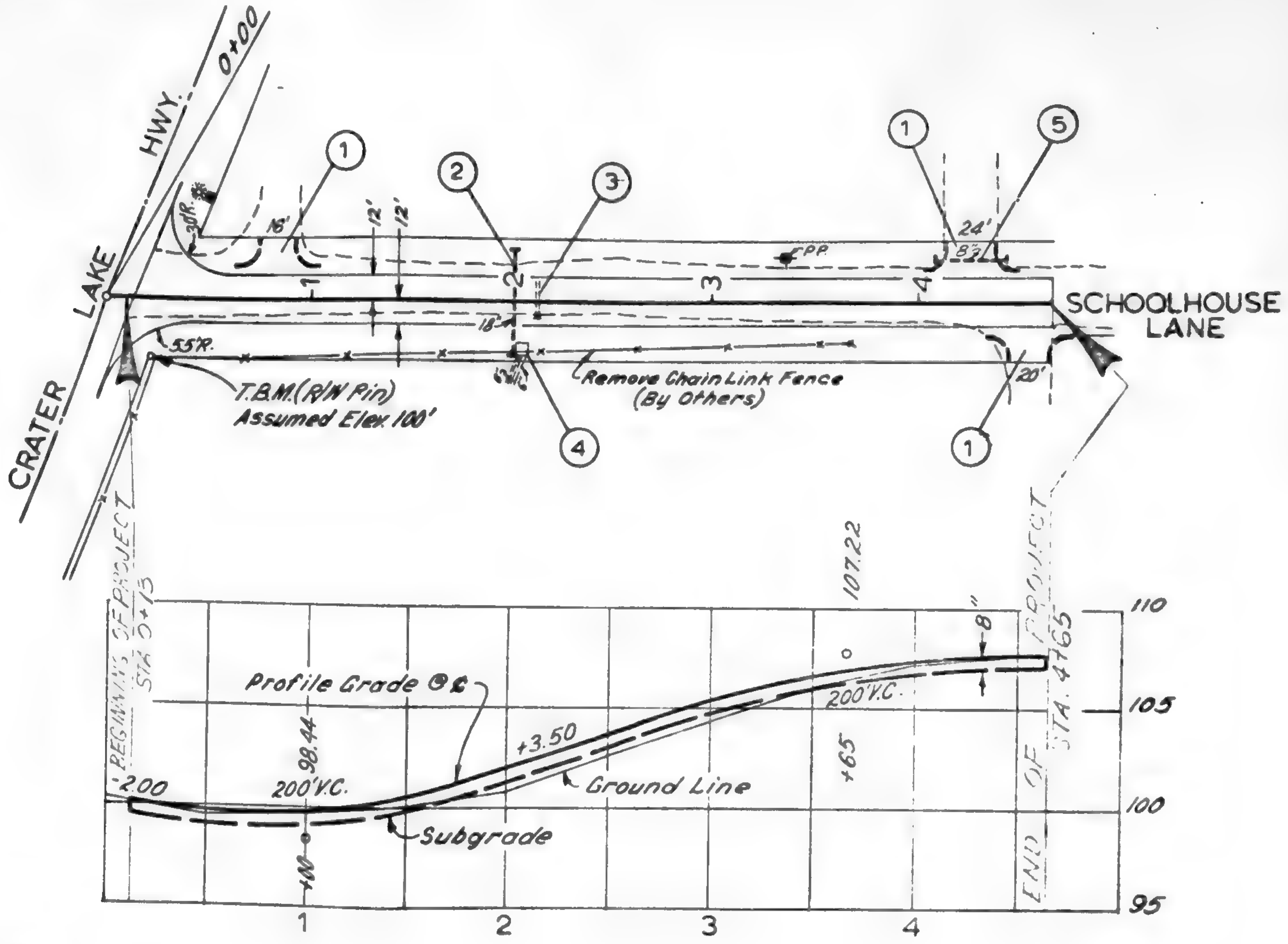
le
nal

ved-12' Normal Or As Directed
ee Asph. Conc. "Private Approach
rfacing" Below)

low)

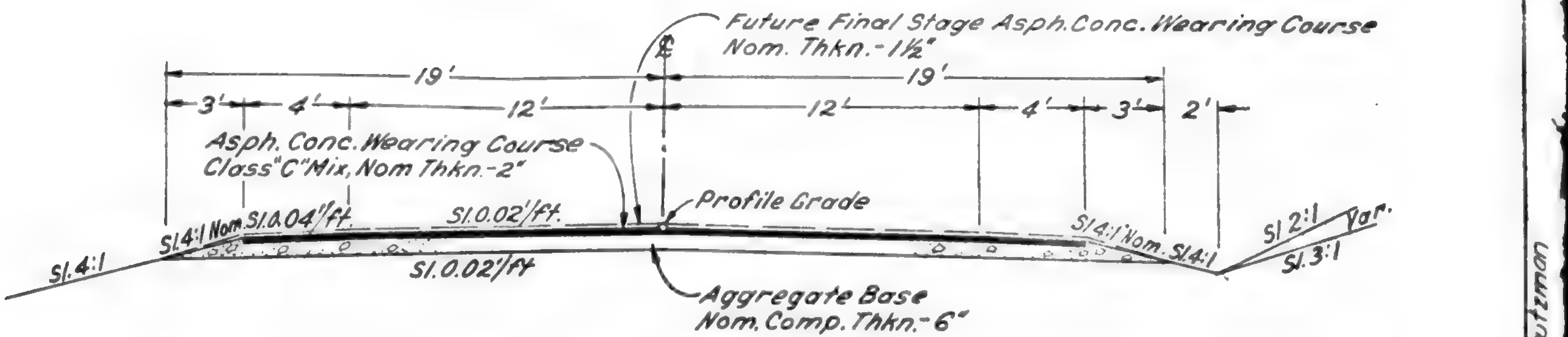
ring Course
Thkn.-2"

FACING


HWY.
0+00
LAKE
CRATER
①
②
③
①
⑤
30' R.
16'
12'
12'
1
2
3
4
24'
8'
E.P.P.
18'
55' R.
SCHOOLHOUSE LANE
T.B.M. (R/W Pin) Assumed Elev. 100'
Remove Chain Link Fence (By Others)
20'
④
①
BEGINNING OF PROJECT STA. 0+13
END OF PROJECT STA. 4+65
107.22
8"
Profile Grade @ ℄
200' V.C.
+3.50
Ground Line
2.00
98.44
200' V.C.
+80
Subgrade
+65
110
105
100
95
1
2
3
4

PRELIMINARY COPY
SUBJECT TO CHANGE

TYPICAL SECTION


Future Final Stage Asph. Conc. Wearing Course Nom. Thkn.-1½"
℄
19'
19'
3'
4'
12'
12'
4'
3'
2'
Asph. Conc. Wearing Course Class "C" Mix, Nom Thkn.-2"
Profile Grade
Sl. 4:1
Sl. 4:1 Nom.
Sl. 0.04'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft
Sl. 4:1 Nom.
Sl. 4:1
Sl. 2:1
Var.
Sl. 3:1
Aggregate Base Nom. Comp. Thkn.-6"

STA. 0+13 To STA. 4+65

Asbury-Stutzman

oca

bc: L. W. Rulien
Gary Kennen

May 13, 1974

Ms. Muriel NewComb
City Recorder
City Hall
Shady Cove, Oregon 97539

Re: 1974 Special City Allotment
Schoolhouse Lane
City of Shady Cove

Dear Ms. NewComb:

Enclosed for your records and information is a copy of the approved base design for subject project.

This project has been tentatively scheduled for our June 20, 1974 bid opening. In reference to the project agreement, the City is responsible for the adjustment or relocation of utilities. This work should be coordinated through our Region Utility Engineer, Mr. Gary Kennen, 1523 SE Cobb Street, Roseburg 97470, phone 672-6541, extension 241.

Very truly yours,

H. S. Cox
County and City Engineer

By

Jim
James O. Butler
Cities Engineer

JOB:mm
Encl.

☑ ENGR. ☑ ASST. ☑ DE ☒ AE ■ UE
☑ [illegible] ☑ CE R ☑ [illegible] ☐

BEN GIFFORD

SCA

Section Shady Cove (Schoolhouse Lane)

Project Alltoment $ 15910

Highway City Street 5-7-74

Project Length 0.01 mile

County Jackson

Completion Time 60 cal. workdays

Kind of Work Grading & Paving

FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 13,596

Anticipated Additional Items:

Flagging (State Share) . . . . $
Slide Correction . . . .
Railroad Protective Costs. . . . .
Other Railroad Costs . . . .
Permanent Signing . . . .
Permanent Pavement Striping. . . . .
Stage Construction Striping. . . . .
Temporary Erosion Control. . . . .
Install Truck Scale Mechanism. . . . . . .
Truck Scale House . . . .
Install Temporary Traffic Signals. . . . .
Install Water Meter. . . . .
Furnish Water. . . . .
Laboratory Fees. . . . .
Furnish Mail Box Posts . . . .
Pipe Bedding Materials . . . .
On the Job Trainees. . . . .
State Responsibility for Damages . . . . .
Adjust Utilities . . . .

$ 300 -

$ 13,896

Contingencies (4-1/2%) 625 32

Engineering (10 %). 1 389 60

TOTAL $

Credit for ________________ . . . .

Estimated Net Authorization, Construction. . . . . $ 15,910 92

5-7-74
County, City
Gary Zehner
& Rs
Project Amt.

Shady Cove (Schoolhouse Lane) Sec.
Grading & Paving
Estimate

	Unit	Quant	Unit Cost	Amount
General Excavation	All	All	Lump Sum	3650-
1"-0 Aggregate Base, 6-inches Thick	Sq. Yd.	2000	2^{00}	4000-
Class "C" Asphalt Concrete, 2-inches Thick	Sq. Yd	1800	2^{85}	5130-
8-inch Culvert Pipe	Lin. Ft.	33	7-	231-
12-inch Culvert Pipe	Lin. Ft.	60	9^{75}	585
		13	596	

8020

8

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: School House Lane
Highway: City of Shady Cove
County: Jackson
Prefix: 315-1406

Res. Engr. Wm. H. Maude
Approx. Length 0.08+ mile
Crater Lake Hwy. M.P. 20.59 Westerly 420'
Date April 22, 1974

Mean Truck A.D.T. 25
Traffic Coefficient 5.7
18 kip s. a. per day 3.0
(1)

Annual Precipitation 17"±
Frost Penetration - - - -
CBE Total Requirement 13.0"

Typical Soil

--	LL
0	PI
47	%P 10
4	%P 200
53	% Gravel
28	% C Sand
15	% F Sand
3	% Silt
1	% Clay
71	R Value
A-1-a	AASHO Classif.

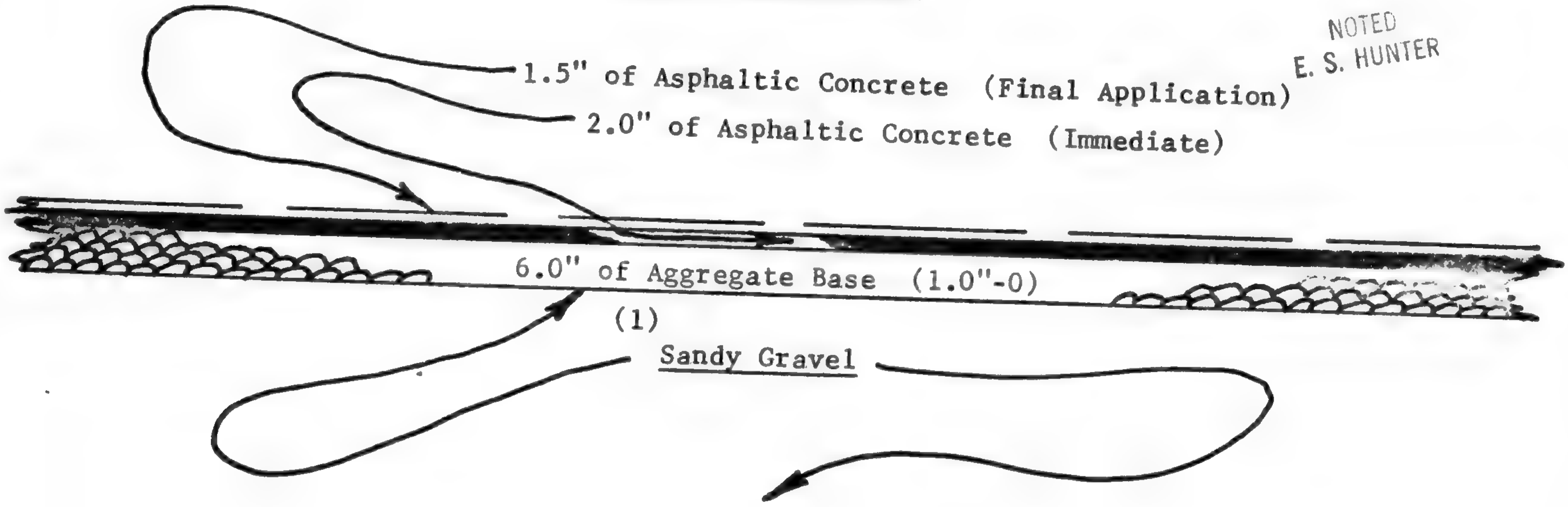
Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
4.0	2.0	A.C. (I.)
6.0	6.0	A.B.
13.0	9.5	

STRUCTURAL SECTION

NOTED
E. S. HUNTER


1.5" of Asphaltic Concrete (Final Application)
2.0" of Asphaltic Concrete (Immediate)
6.0" of Aggregate Base (1.0"-0)
(1)
Sandy Gravel

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

RECEIVED
APR 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by ES Hunter
Asst. State Highway Engineer

SECTION: School House Lane

HIGHWAY: City of Shady Cove

COUNTY: Jackson

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
Cars Only	2.0"	---	5.0"	9.0"	7.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: School House Lane
HIGHWAY: City of Shady Cove
COUNTY: Jackson

350 Present ADT (1974)

5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	16	1.7	27	22	450	9,900
3	2	1.7	3	3	1000	3,000
4	--	---	--	--	1250	- - -
5	--	---	--	--	3180	- - -
6	--	---	--	--	2570	- -
				25	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 12,900
TWENTY YEAR EWL 258,000
TRAFFIC COEFFICIENT 5.7

SECTION: School House Lane
HIGHWAY: City of Shady Cove
COUNTY: Jackson

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made. See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This is a short section (0.08± mile), and traffic does not warrant the use of C.R.P.C.C.

d ca

FORM E-30X—30M—7-66 SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
April 4, 1974

To: Memo To The Files

SUBJECT: Schoolhouse Lane
Shady Cove
City Street
Jackson County

On April 3, 1974 I called Ray Briggs, mayor of Shady Cove to discuss the subject project. In order to keep the cost of this project within the the specified limits, the city has agreed to do some of the work with city forces, as follows:

1. Remove 4 trees
2. Move or cause to be moved 347' of chain link fence
3. Furnish all required flagging
4. Furnish a waste area
5. Acquire, if possible, an easement for drainage between Crater Lake Highway and the Rogue River
6. Make improvements on Mallory Lane so that it may be used by traffic while Schoolhouse Lane is closed for construction

Wm. H. Raude
Resident Engineer

by Wm. H. Fiete
Designer - Draftsman

cc: A. Shirley, Jr.
City of Shady Cove
County - City Section, Salem
Location, Salem

C. G. Swenson
Bill B[illegible]

RECEIVED
COUNTY & CITY SECTION
APR 8 - 1974
☑ ENGR. ☑ CGOR. ☑ OE ☐ AE ☑ UE
☐ UPE ☑ CE ☒ RE ☒ RPE ☐

8026

8

February 22, 1974

City of Shady Cove
City Hall
Shady Cove, OR 97539

Attention: Gloria Scott
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 5885

Gentlemen:

Attached for your records is a fully executed copy of an agreement with City of Shady Cove covering improvement of Schoolhouse Lane from the Crater Lake Highway westerly 420 feet.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

[illegible]
COMMISSION SERVICES

fkn

Att.
cc H. S. Cox (agree. att.)

8026 2-11-74

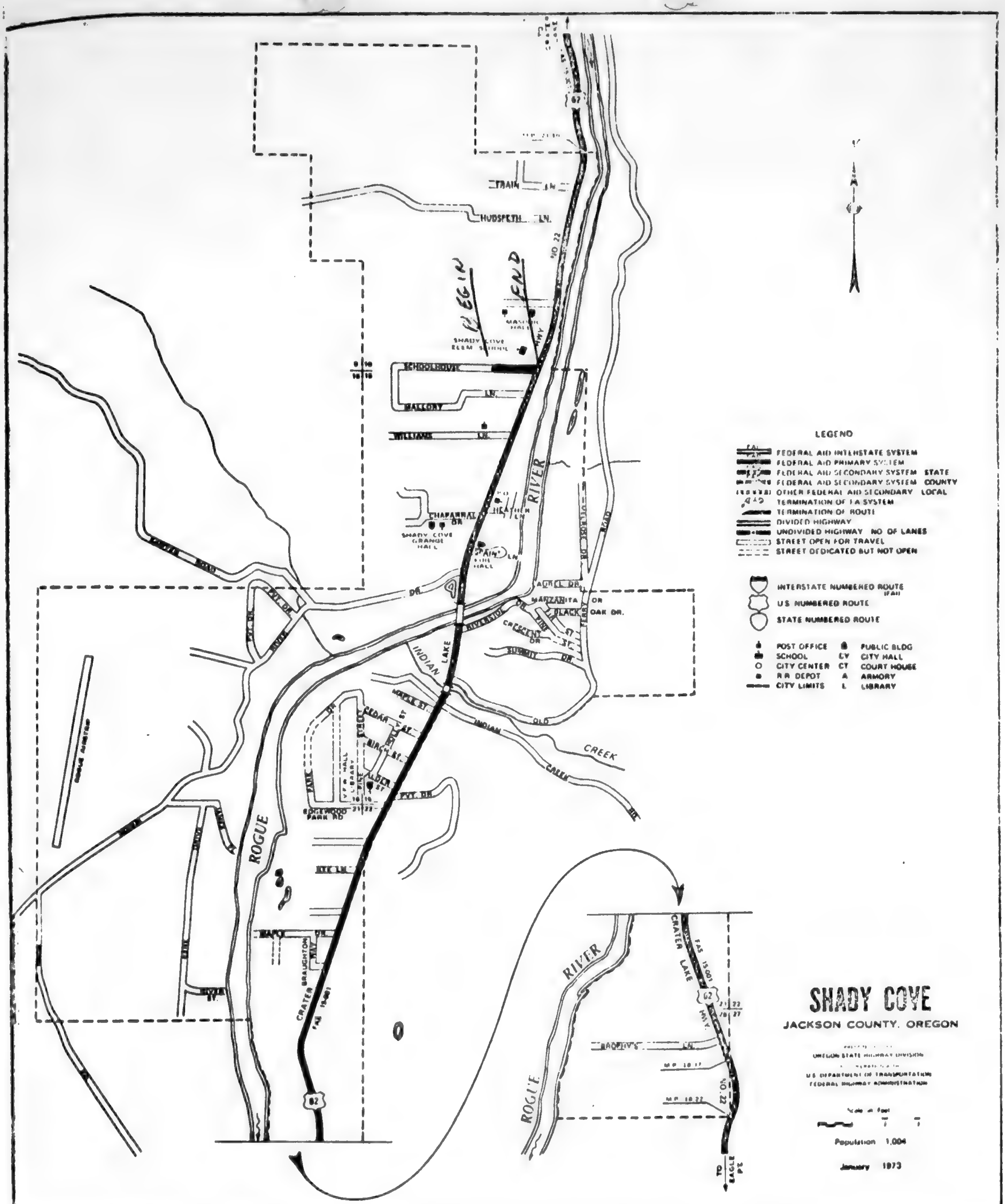
8

PREFIX: 315-1406

LOCATION PROSPECTUS
SHADY COVE (SCHOOLHOUSE LANE) SECTION
CITY STREET
JACKSON COUNTY

HIGHWAY:	Schoolhouse Lane. A City street, not on State or Federal-aid system.
TERMINI:	420 feet of Schoolhouse Lane extending west from the Crater Lake Highway.
LENGTH:	0.08 mile.
PROGRAM:	Special City Allotment 1974 Funds.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for grading and paving on present alignment. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time.
TYPICAL SECTION:	Two 12-foot travel lanes and 4-foot paved shoulders.
MATERIAL:	Commercial source.
ACCESS:	Under city jurisdiction.
UTILITIES:	City's responsibility.
AGREEMENT:	Routine Special City Allotment project.

Attach
February 11, 1974


SHADY COVE
JACKSON COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Scale in Feet
Population 1,004
January 1973
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF F A SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U S NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
BEGIN
END
TRAIN LN
HUDSPETH LN
NO 22
MASONIC HALL
SHADY COVE ELEM SCHOOL
SCHOOLHOUSE
MALLORY LN
WILLIAMS LN
RIVER
ROGUE
CHAPARRAL DR
HEATHER LN
SHADY COVE GRANGE HALL
FIRE HALL
LAUREL DR
MANZANITA DR
BLACK OAK DR
CRESCENT DR
SUMMIT DR
INDIAN LAKE
MAPLE ST
CEDAR ST
BIRCH ST
ALDER
INDIAN CREEK
OLD
V F W HALL
LIBRARY
EDGEWOOD PARK RD
PARK
PVT DR
CRATER LAKE HWY
BROUGHTON WAY
82
FAS 15001
MP 18.17
MP 18.22
TO EAGLE PT
HIW TMS

▬ Proposed Project

Alfred Shirley (4)
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
J.B. Boyd (3)
L.E. George
W.J. Hart (3)
C.T. Keasey
D.H. Moehring
J.H. Versteeg
V.D. Wolfe
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
W.N. Hackleman
J.D. McClure
A.D. Olson
R.E. Olson
Roger Trigstad
R. Wellbrock
J.A. Rowland
R.E. Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
W.H. Wakerlig
G.C. Wills
F.W. Yarbrough (2)

RECEIVED
STATE HWY ENGR
FEB 14 '74
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
STATE HWY ENGR
FEB 12 '74
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
A. E. JOHNS

NOT
F. B. KLABOE

SCA
Ashland

LAW OFFICES
GERALD J. SCANNELL, JR.

ASHLAND (503) 482-4441
SHADY COVE (503) 878-2290

THE LAWYERS BUILDING
370 LITHIA WAY
POST OFFICE BOX 645
ASHLAND, OREGON 97520

January 31. 1974

RECEIVED
COUNTY & CITY SECTION
FEB 5 - 1974
☑ ENGR. ☑ [illegible] ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. Gary E. Zehner
Cities Engineer
Oregon State Highway Dept.
Highway Building
Salem, OR 97310

RE: City of Shady Cove

Dear Mr. Zehner:

We have prepared the resolution and we have copies of your contract ready to return to you concerning that special amount of $25,000 requested. Our only worry concerning that matter is whether or not we would be required to put concrete curbs pursuant to paragraph two of your contract which states that the state shall pay the cost of the project excepting concrete curbs. The city shall pay the total cost of concrete curbs and any additional costs of the project in excess of $25,000.

Paragraph one states that it shall be grade base and pave the 24 foot wide street with 4 foot paved shoulders and does not, as part of that description, include concrete curbs. It is not the intention of the city with its limited budget to put in curbs but in the event that the project, as outlined in paragraph one, without curbs were to exceed $25,000 is felt the city could stand that extra added expense. We should like some type of a clarification by an addendum or a letter from you stating that curbs are not necessary so that we may pass the resolution which has been tabled until we receive a letter or some communication from you concerning the matter.

We very much desire the grant, as you well know, but are afraid that curbs would be prohibitively expensive in view of our limited resources. I would appreciate a prompt

[illegible]

answer, as it may be that the council will, inspite of the cost, attempt to find some way in passing their new municipal budget to put in curbs in the event that you require curbs. We earnestly solicit you, however, that curbs be not required.

Very truly yours,

G J Scannell

Gerald J. Scannell, Jr.

GJS:dac

S.C.A. Investigation Data

1974 PROGRAM

City of SHADY COVE Date 8-6-73 Div. 3

Population: 19[illegible] —— 1973 [illegible]

Street Schoolhouse Lane from Crater Lake Highway westerly 420' to the [illegible] School.

No. previous projects 0

Last project — (year)

Total SCA funds $ —

Funds/capita $ —

Average/capita $ 26.81

EXISTING

Surface now in place: A.C. ____ Oil x Gravel____ Concrete________

Surface width: 16' feet, Shoulder-shoulder width: — feet

C-C width: — feet, R/W width: 60 feet

Remarks:

Looking W on Schoolhouse Lane

SHADY COVE 8-6-73

5

PROPOSED

Surfacing: A

Pave. width:

BASE DESIGN:

-C width: ______ feet

, [illegible] Base [illegible] inches

s, P.M.B.B. — inches

Length: [illegible]

Remarks:

ESTIMATE It			Price	Amount
Temp. protection ($500-$1,000)			$ L.S.	$ [illegible]
Clearing & grubbi			L.S.	
General excavatio At [illegible]			[illegible]	[illegible]
Concrete sidewalk				
Trench excavation			10.00	140
Watering				
Level material (3 At			6.00	845
Base material [illegible]	c.y.	[illegible]	4.00	2,816
Asphalt	ton		15.00	4,050
Binder	all	all	L.S.	[illegible]
Concrete inlets	each			
Culvert pipe [illegible]	lin. ft.	[illegible]	[illegible]	253
Concrete curbs	c.y.			
Finishing [illegible]	[illegible]	[illegible]		120

*Items include 10% allowance

Total $ 12,050

Perm. signing ($100/intersection) ______

Flagging [illegible]

Total $ [illegible]

Engineering & contingencies (20%) [illegible]

Total $ 14,520

City's estimated share of survey ______

TOTAL ESTIMATED COST $ [illegible]

'74 PROGRAM

City of SHADY
Population: 19[illegible]
Street School
Lake Highway
School

revious projects 0
project — (year)
SCA funds $ —
/capita $ —
ge/capita $ 26.81

EXISTING

Surface now i
Surface widtl
C-C width: _
Remarks:

Concrete______
ldth: — feet
______ feet

Looking E. on Schoolhouse Lane

SHADY COVE 8-6-73

PROPOSED

Surfacing: A
Pave. width:
BASE DESIGN:

Length: [illegible]
Remarks:

-C width: ____ feet
, [illegible] Base 10 inches
s, P.M.B.B. — inches

ESTIMATE It

At

			Price	Amount
Temp. protection ($500-$1,000)			$ L.S.	$ 500
Clearing & grubbi			L.S.	[illegible]
General excavatio			[illegible]	[illegible]
Concrete sidewalk				
Trench excavation			10.00	140
Watering			[illegible]	[illegible]
Level material (3			[illegible]	845
Base material (Pit Run)	c.y.	[illegible]	4.00	2,816
Asphalt	ton	[illegible]	15.00	4,050
Binder	all	all	L.S.	[illegible]
Concrete inlets	each			
Culvert pipe [illegible]	lin. ft.	[illegible]	[illegible]	253
Concrete curbs	c.y.			
Finishing [illegible]	[illegible]	[illegible]		120

*Items include 10% allowance

Total $ 12,050
Perm. signing ($100/intersection) ____
Flagging [illegible]
Total $ [illegible]
Engineering & contingencies (20%) [illegible]
Total $ 14,820
City's estimated share of survey ____
TOTAL ESTIMATED COST $ [illegible]

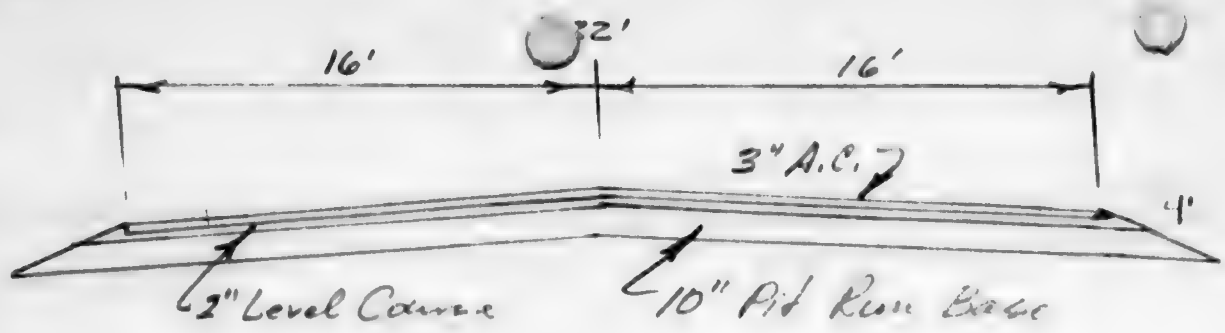
6-6-73

SHADY COVE –

Met with Recorder – Gloria Scott and Mayor Briggs. Discussed project and went over data forms. City wants 24' pavement with 4' shoulder – (might as well pave); Went over project with Mayor Briggs, he says traffic consists of School buses and related traffic to grade school, City council meets in School, and heavy equipment to and from the local contractors facilities connected to newly A.C.'d street. He says there is a culvert with end device which connects to another culvert which runs across school yard to a manhole and then across the Crater Lake Hwy.

Investigated area and made sketch map. Took two pictures at each end of project. Street is in poor condition. Surface is light oil on top of dirty base. They have been told they will have to be patched before bad weather. It seems no one helps, its about the only street with [illegible] traffic [illegible] Hwy.

The Mayor asked that the [illegible] a [illegible] letter from the [illegible] Dept. questioning if there is [illegible] paving the [illegible] as required by law. Told them if they [illegible] what [illegible] if they were paving for [illegible].


32'
16'
16'
3" A.C.
4'
2" Level Course
10" Pit Run Base

SHADY COVE
8-6-73
0.08 MILES

Gen. Exc. = $22' \times \frac{1.25}{27} \times 420 \times 1.1 = \underline{472}$ C.Y.

Lev. Csc. = $0.17 \times \frac{34'}{27} \times 420' \times 1.43 = \underline{130}$ C.Y.

Pit Run = $0.83 \times \frac{38}{27} \times 420' \times 1.43 = \underline{704}$ C.Y.

A.C. = $64.2 \times 4.2 = \underline{270}$ TONS

Watering = [illegible] × [illegible] × 1.1 = [illegible] M-Gal

Binder [illegible] × 30 × 0.0[illegible] × 1.1 [illegible]

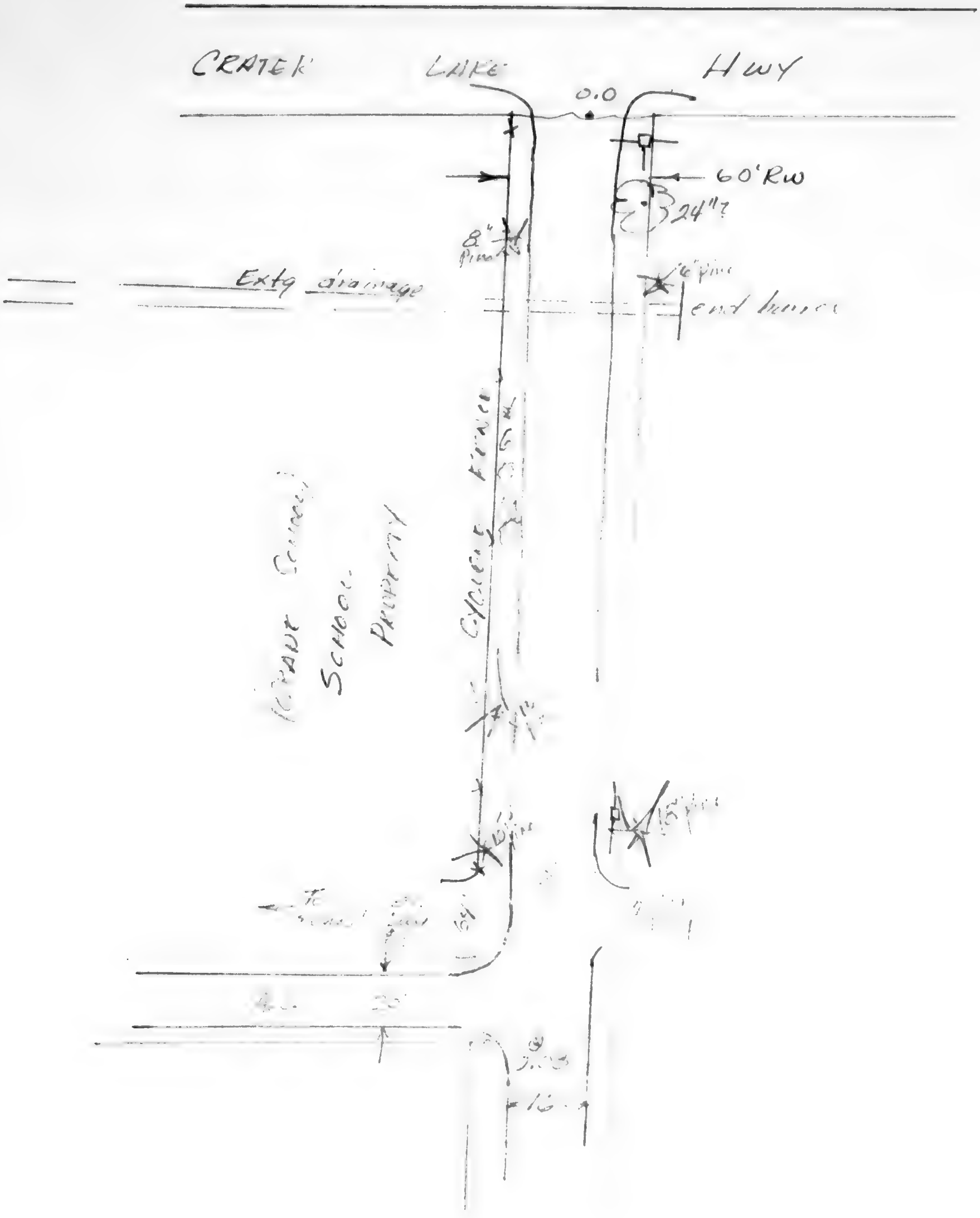
[illegible]

Tr. Exc. = [illegible] C.Y.

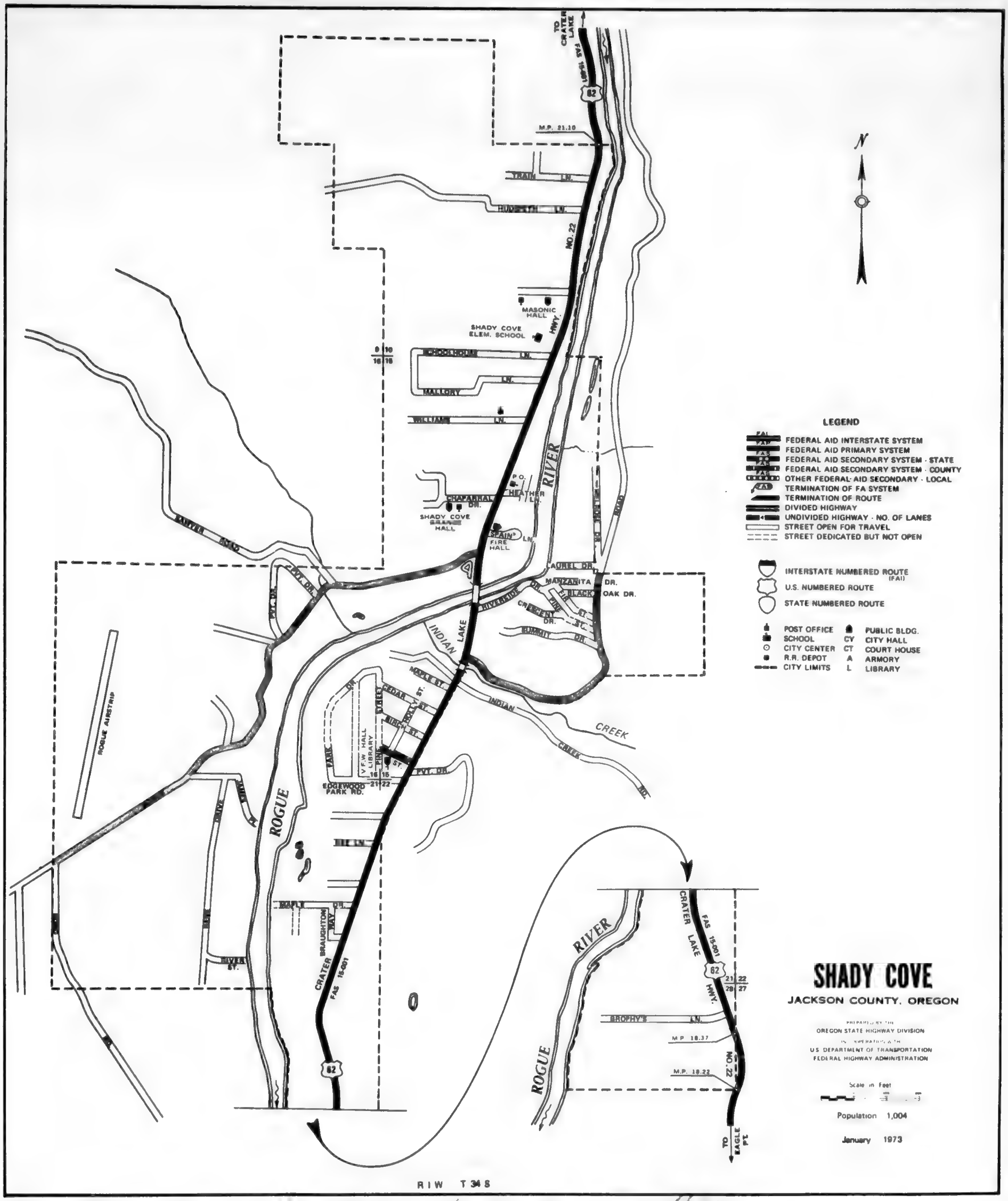
8-6-73

SHADY COVE
0.08 MILES

PICTURES 2



CRATER LAKE HWY
0.0
60' RW
24"?
8" pine
Extg drainage
6" pine
end house
CYCLONE FENCE
(GRANT SCHOOL) SCHOOL PROPERTY
15" pine
To school
64'
30'
16'


TO CRATER LAKE
FAS 15-001
62
M.P. 21.10
TRAIN LN.
HUDSPETH LN.
NO. 22
MASONIC HALL
SHADY COVE ELEM. SCHOOL
HWY.
SCHOOLHOUSE LN.
LN.
MALLORY
WILLIAMS LN.
RIVER
P.O.
HEATHER LN.
CHAPARRAL DR.
SHADY COVE GRANGE HALL
SPAIN FIRE HALL
LN.
ROAD
LAUREL DR.
MANZANITA DR.
BLACK OAK DR.
RIVERSIDE DR.
CRESCENT DR.
SUMMIT DR.
PINE ST.
INDIAN LAKE
MAPLE ST.
CEDAR ST.
BIRCH ST.
INDIAN CREEK RD.
ROGUE AIRSTRIP
PARK DR.
PVT. DR.
V.F.W. HALL
LIBRARY
EDGEWOOD PARK RD.
16 15
21 22
ROGUE
RIVER ST.
MAPLE DR.
BRAUGHTON WAY
CRATER FAS 15-001
DRIVE
RIW T34S
CRATER LAKE HWY.
BROPHY'S LN.
M.P. 18.37
M.P. 18.22
TO EAGLE PT.
N
LEGEND
FAI FEDERAL AID INTERSTATE SYSTEM
FAP FEDERAL AID PRIMARY SYSTEM
FAS FEDERAL AID SECONDARY SYSTEM - STATE
FAS FEDERAL AID SECONDARY SYSTEM - COUNTY
FAS OTHER FEDERAL AID SECONDARY - LOCAL
FAI TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
4 UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Scale in Feet

SHADY COVE

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,004

January 1973

Shady [illegible] city limit [illegible]

SCA

PROJECT DATA, CITY OF Shady Cove Date 7/31/73

To be financed by Special City Allotment Fund and necessary city funds.

Street name Schoolhouse Lane
(Locate project on attached map.)

Project length Approx. 351 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: 24 feet, width of shoulders: 8 feet

Curbed section; width curb to curb: - feet

Remarks

Surface now in place: Oil x Paving ____ Gravel ____

Present surface width: 18 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No x

State to furnish right-of-way descriptions? Yes ____ No x

Give width of intersecting streets: 60 feet

Are intersecting streets curbed? Yes ____ No x

Remarks

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No x

Width between present curbs: - feet

City to construct curbs? Yes ____ No x

To be constructed as part of project? Yes ____ No x

Length of desired radius on curb returns: - feet

Does city desire special type of curbs? Yes ____ No x

Explain:

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COUNTY & CITY SECTION
AUG - 9 1973
☑ ENGR. ☑ UPE ☑ COOR. ☑ CE ☐ RE ☑ UE ☐ RE ☐ RPE ☑ UC ☐

SIDEWALKS (All new sidewalks to be constructed at City's expense.) - - - - - -

Are sidewalks now in place? Yes___ No_x_

Present sidewalks, Length: ___-___feet; Width: ___-___feet

Distance between present sidewalks: ___-___feet

Are sidewalks to be constructed as part of project? Yes___ No_x_

Width of sidewalks to be constructed: ___-___feet

Are sidewalks to be constructed only on one side of street? Yes___ No_x_

Are sidewalks to be constructed on both sides of street? Yes___ No_x_

Give: Length to be constructed and On which side of street

___-___feet N.___ S.___ E.___ W.___

___-___feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No_x_; Width: ______feet

Remarks____

____

- -

STORM SEWERS - - - - - - - - - - - - - - - - - - -

Now in place? Yes___ No_x_

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: ___-___feet

To be constructed by City? Yes___ No_x_

To be constructed as part of project? Yes___ No_x_

Show location of [illegible] on city map.

- -

SANITARY SEWERS - - - - - - - - - - - - - - - - -

Now in place? Yes___ No_x_ NOTE: City to adjust if required.

If yes, indicate depth of sewers from present surface: ______feet

Remarks____

____

____

WATER MAINS: (City to adjust if required.)

Now in place? Yes ___ No _x_

If yes, how deep from present surface? ________ feet

Remarks ____

____

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.~~)

To be constructed as part of project? Yes ___ No _x_

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ___0___

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No _x_ (If yes, please include copy of ordinance.)

Remarks ____

____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No _x_

Electric poles? Yes _x_ No ___

Which company? Pacific Power & Lights
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No _x_

Which company? ______________________

Railroad tracks? Yes ___ No _x_

Which company? ______________________

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ____

____

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No x

Clearing? Yes ___ No x

Base rock? Yes ___ No x

Concrete curbs? Yes ___ No x

Driveways? Yes ___ No x

Remarks ______

GENERAL INFORMATION:

Are city finances available? Yes ___ No x ?

When available? Date It appears there will be within this next fical year.

Has city established grade on street? Yes x No ___
(If yes, please include copy of data.)

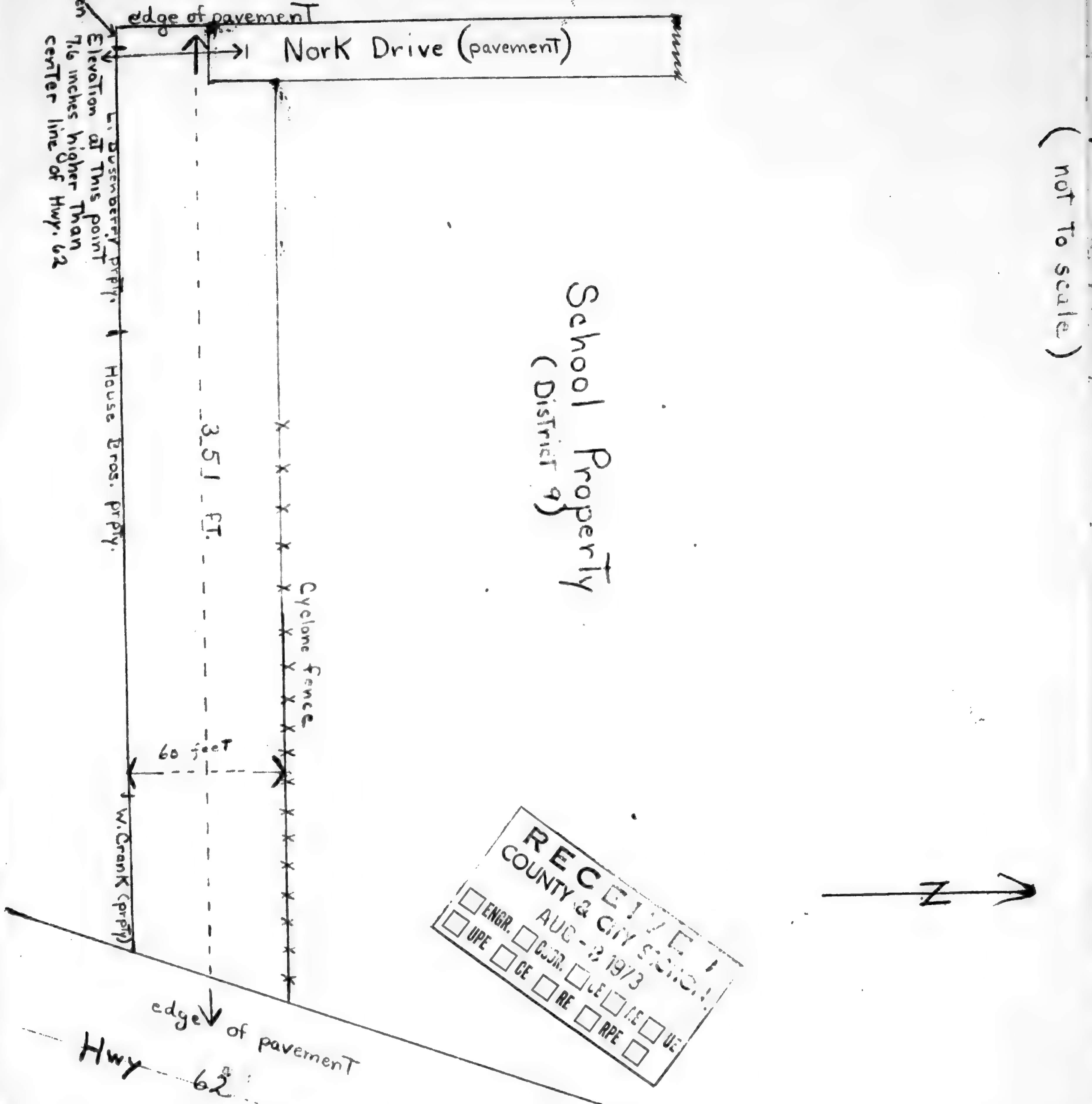
Please indicate site for disposal of excess excavated material: None-needs filled

General remarks: City will need grant. If city needs to perform above work to qualify, we will make every attempt to supply every necessary working kind. Although, at present being a new city, we do not have the assets.

By Ray Briggs
Ray Briggs Mayor

By Gloria Scott
City Recorder or City Manager

By ______
City Engineer


Carl Hansen Prop.
edge of pavemenT
Nork Drive (pavement)
Elevation at This point 7.6 inches higher Than center line of Hwy. 62
L. Dusenberry prpy.
House Bros. prpy.
3.51 ft.
Cyclone fence
60 feet
W. Crank (prpy)
School Property (District 9)
(not to scale)
N
edge of pavemenT
Hwy 62

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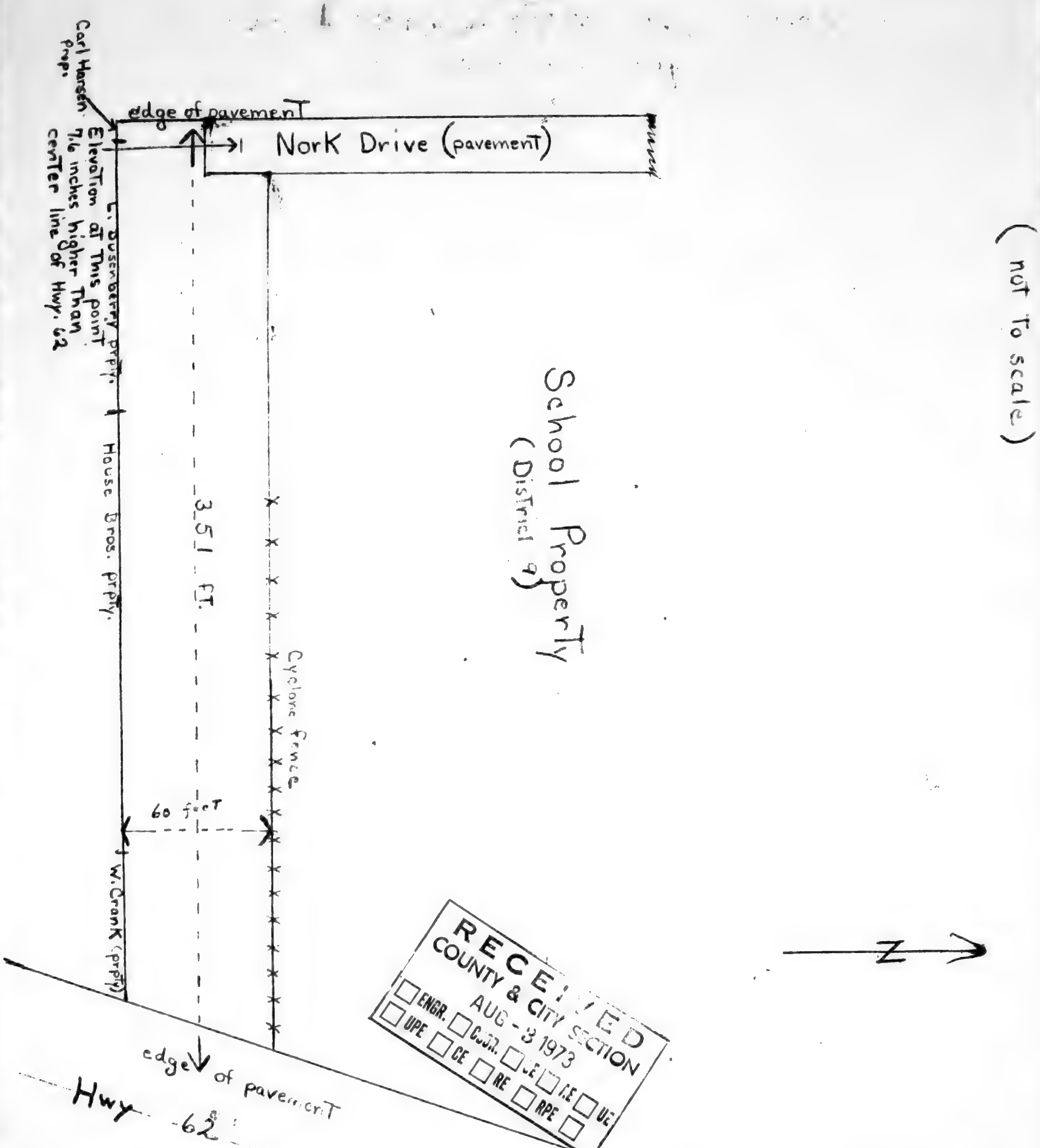
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


Carl Hansen Prop.
edge of pavement
Nork Drive (pavement)
Elevation at this point 7.6 inches higher than center line of Hwy. 62
E. Dusenberry prpty.
House Bros. prpty.
351 ft.
60 feet
J. W. Crank (prpty)
Cyclone fence
School Property (District 9)
(not to scale)
N
edge of pavement
Hwy 62

RECEIVED
COUNTY & CITY SECTION
AUG - 3 1973
☐ ENGR. ☐ C.OR. ☐ J.E ☐ C.E ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RESOLUTION NO. 73-4

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Shady Cove is an incorporated city of the State of Oregon and has a population of 1,004 as given by the latest official census; and

WHEREAS, the following streets of said city,

Easterly portion of School Street - 300 feet, more or less

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

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JUN 28 1973
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☐ UPE ☑ CE ☐ RE ☐ RPE ☐

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

cc-50, 1959 Rev.)

4. That the City of Shady Cove does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mayor Ray Briggs as the official representative of the city in all negotiations resulting from this request.

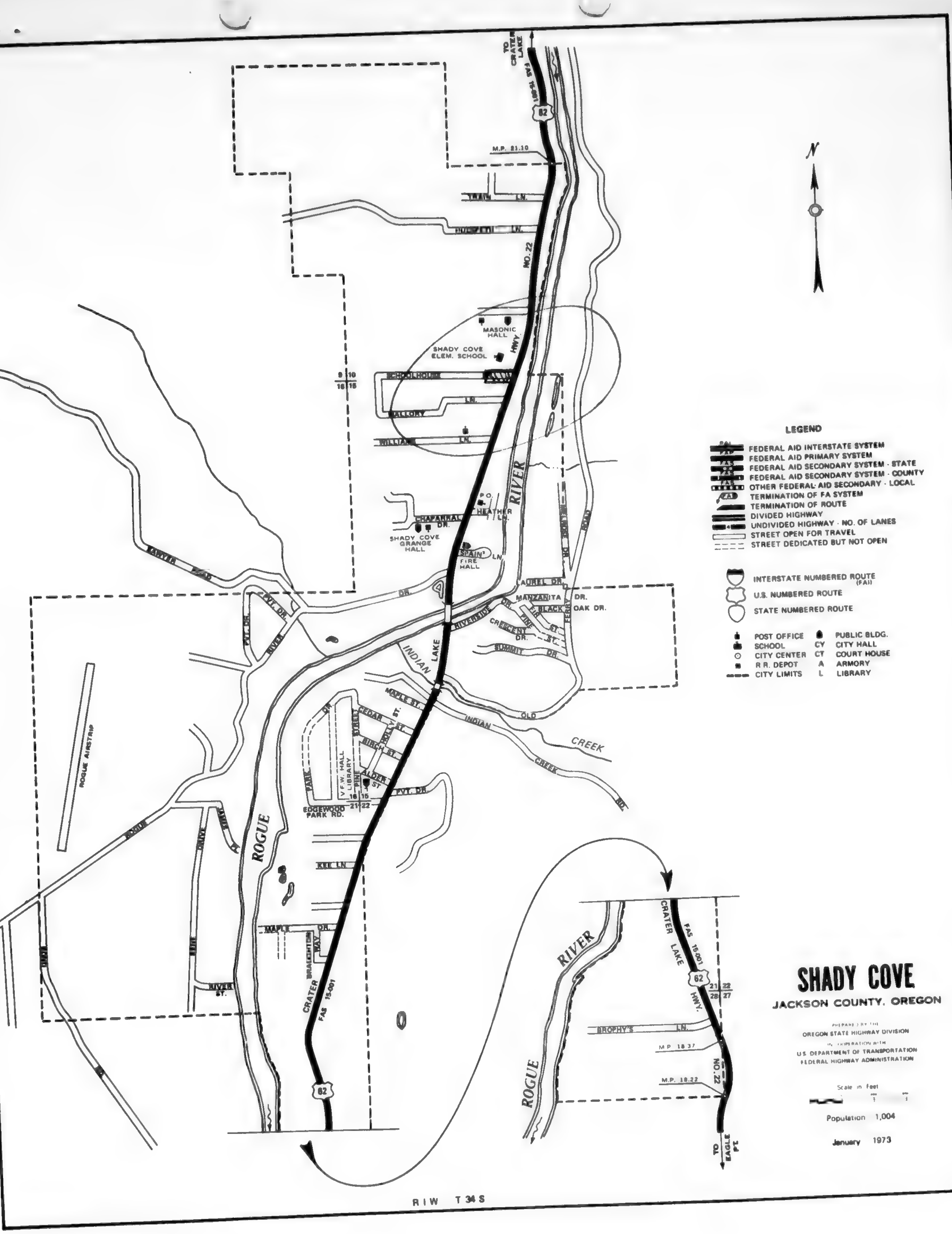
Passed and approved this 21st day of June, 1973.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Shady Cove at a regular or special meeting of said Council, held on the 21st day of June, 1973, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21st day of June, 1973.

Arlene S. Walsh
City Recorder


TO CRATER LAKE
62
M.P. 21.10
TRAIL LN.
LN.
NO. 22
HWY.
MASONIC HALL
SHADY COVE ELEM. SCHOOL
SCHOOLHOUSE
9 10
16 15
LN.
MALLORY
WILLIAMS LN.
RIVER
P.O.
HEATHER LN.
CHAPARRAL DR.
SHADY COVE GRANGE HALL
SPAIN LN.
FIRE HALL
SAWYER ROAD
CITY DR.
DR.
ROAD
LAUREL DR.
MANZANITA DR.
BLACK OAK DR.
RIVERSIDE DR.
FIR ST.
CRESCENT DR.
SUMMIT DR.
INDIAN LAKE
MAPLE ST.
CEDAR
HOLLY ST.
BIRCH ST.
STREET
OLD INDIAN CREEK RD.
CREEK
PARK DR.
V.F.W. HALL
LIBRARY
ALDER ST.
IVY DR.
16 15
21 22
EDGEWOOD PARK RD.
ROGUE AIRSTRIP
ROGUE
KEE LN.
MAPLE DR.
WAY
RIVER ST.
CRATER
FAS 15.001
62
N
ROGUE RIVER
CRATER LAKE HWY.
FAS 15.001
62
21 22
28 27
BROPHY'S LN.
M.P. 18.37
M.P. 18.22
NO. 22
TO EAGLE PT.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY - NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Scale in Feet
R1W T34S

SHADY COVE

JACKSON COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,004

January 1973

8026

8

MEMO TO FILES
May 24, 1973

Re: Shady Cove

On May 22, 1973 the writer met with Mayor Ray Briggs, Mrs. Arlene Bronson, City Recorder, and Councilmen Clarence Drake and Robert F. Cleveland, in the Fire Hall in Shady Cove.

The following are topics discussed in this meeting:

1. Status of the location project Reese Creek-Trail Section of the Crater Lake Highway.
2. City involvement relative to 25-75 and 50-50 cooperative projects.
3. Use and accumulation of State Tax Street Funds.
4. Regulations governing the $250,000 Special City Allotment Funds.

The City feels they have a street which qualifies for improvement with SCA funds. They will be furnished resolution forms for making application for a project.

At the conclusion of the meeting the City seemed content; however, they were invited to contact this office if other questions came to mind.

Gary E. Zehner

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
Victor D. Wolfe
A. Shirley, Jr.
Glen L. Clark

NOTED
R. L. SCHROEDER

RECEIVED
MAY 25 1973

8027 New Idaho [illegible] Loop Dec. 1974
N. of Lakeview
(3 struct rec)

C/A 4969 5-28-[illegible]

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** May 21, 1976

County Lake **Contract No.** 8027 **Date Completed** 11/18/74

FAS 19-106 & 19-107 **Section** New Idaho School Loop Road

PAYMENTS TO CONTRACTOR

ITEM		**TOTAL COST**
FAS 19-106		
Payment to Contractor		$27,595.03
Engineering		3,091.58
	Total Cost of Project	$30,686.61
FAS 19-107		
Payment to Contractor	(Fed. Part.)	$57,459.81
Engineering		5,993.65
	TOTAL	$63,453.46
Payment to Contractor interest (Non Part.)		$105.85
Total cost of Project		$63,559.31

Total of Both Routes	$94,245.92
Federal funds collected	$73,355.24

Per agreement County's share of construction costs are as follows:
½ ($94,140.07 - $73,355.24) + $105.85 =
$10,392.42 + $105.85 = $10,498.27

County's Advance Deposit	$11,500.00
County's share of construction costs	10,498.27
Amount Due County	$ 1,001.73

Reference: **Billing Form** cc 1565

[illegible] 19-106

PROPOSED FISCAL YEARS 1975 AND 1976
COUNTY FAS PROJECTS

County	FAS No.	Section and Description	Programmed Amount	State's Share
Wallowa Nov-75	32-106	Lostine River (Wolfe) Bridge Section Structure and Approaches	$100,000	$11,000
		Total New Projects	$100,000	$11,000

CANCELLATION OF
PREVIOUSLY APPROVED PROJECTS

County	FAS No.	Section and Description	Programmed Amount
Lake Cancel	19-106 and 19-107	New Idaho School Loop Section	$208,000
		Total Cancellation	$208,000

5-11-75
[illegible]

Approved by Trans. Comm. 5-30-75
[illegible]

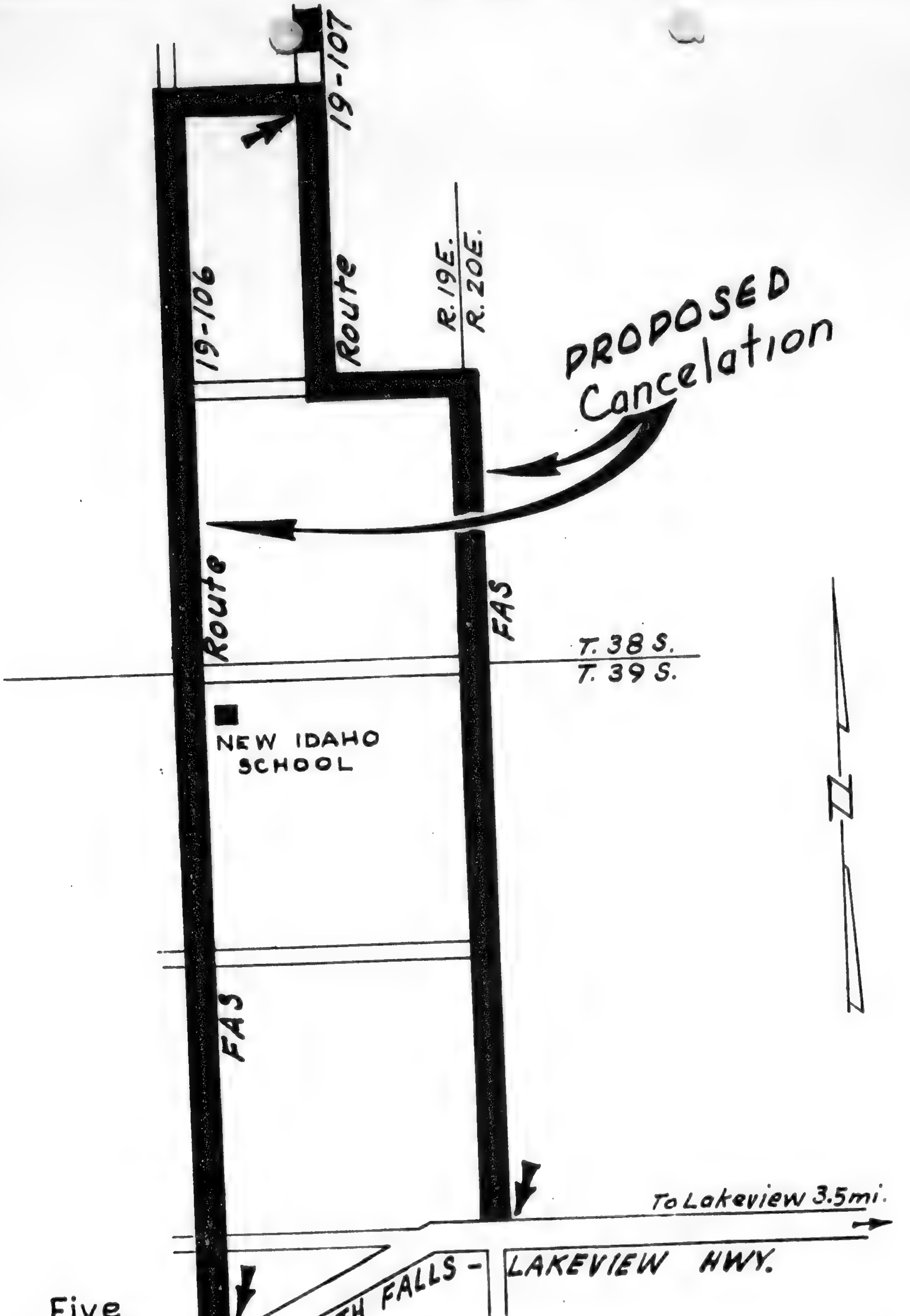
75-d
5/14/75

LAKE COUNTY
Cancellation of FAS-C Project

FAS 19-106 and 107 - New Idaho School Loop Section; grade, drain, base and level;
$208,000

This project was approved by the Oregon Transportation Commission on August 8, 1972. Three structures have been replaced by a separate contract awarded July 9, 1974. The county now wishes to cancel the remainder of this project and apply the monies toward other county bridges.

The county has requested that we transfer $19,971 from their federal funds to state highway funds to reimburse the State Highway Division for engineering costs.


19-107
19-106
Route
R. 19 E.
R. 20 E.
PROPOSED
Cancelation
Route
FAS
T. 38 S.
T. 39 S.
NEW IDAHO SCHOOL
FAS
To Lakeview 3.5 mi.
KLAMATH FALLS - LAKEVIEW HWY.
Five Corners
KLAMATH FALLS
To Klamath Falls

NEW IDAHO SCHOOL LOOP SECTION
FAS ROUTES 19-106 & 19-107
Lake County

fas 106 + 107
Lake Co

Robert W. Straub

May 8, 1975

Board of Commissioners
Lake County
Courthouse
513 Center Street
Lakeview, Oregon 97630

Attention: Mr. Gerald R. Stewart
Assistant

Gentlemen:

We have received your notice to cancel the grading and paving portion of the New Idaho School Loop FAS-C project. It is the policy of the Highway Division to provide preliminary engineering on these projects without cost to the county. However, if an FAS-C project is cancelled, the county is required to reimburse the State for whatever costs the State has incurred in performing preliminary engineering.

Since the construction of the three structures equals approximately one-third of the estimated total cost of the entire project, and the grading and paving would have made up the remaining two-thirds, Lake County is required to reimburse the State for two-thirds of the preliminary engineering costs which amounts to $19,971.

Unless you wish otherwise, we will follow our normal procedure of deducting the $19,971 from your accumulated FAS funds and transfer that amount to the State Highway FAS fund. Since this is a transfer of federal credits only, no cash payments by the county will be required.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

RHP:scr

cc: Carl Williams
Region 5 Engineer

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

#8627 4°

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 20, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Project
Cancellation of FAS-C Project

Attached are requests for an FAS-C project in Wallowa County and for cancellation of a previously approved project in Lake County.

Yellow con 19.1 L.

The request for a project in Wallowa County is to replace the Wolfe Bridge over the Lostine River on FAS 32-106. The FAS-C funds required for this structure are estimated to be approximately $100,000. The State will contribute approximately $11,000 toward construction of this project.

The cancellation requested by Lake County is for the grading portion of the New Idaho School Loop Section on FAS 19-106 and 19-107. The project was approved by the Oregon Transportation Commission August 8, 1972. The County has also requested that we transfer $19,971 from their FAS funds to state highway funds to reimburse the Highway Division for preliminary engineering costs.

This will be an item on the May 30 meeting agenda.

Att.

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
V. E. Skoog
G. L. Sund
J. H. Versteeg
L. W. Rulien
W. J. Hart
V. D. Wolfe
Gary Potter
C. M. Williams
W. E. Schwartz

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701

March 26, 1975

FILE:PRO 6

FROM: David S. Fenton
Regional Federal Aid Engineer

TO: MEMO TO THE FILES:

SUBJECT: Lake County Meeting
1) FAS-C Bridge
Applications and Assessments
2) New Idaho School Loop = FAS

On the 24th of March, at 3:00 P.M., a meeting was held in the Lake County Courthouse, Lakeview. The subject of the meeting was as above. In attendance at the meeting were:

Name	Organization
Carl Williams	Oregon State Highway Division
David Fenton	Oregon State Highway Division
Wayne Cobine	Oregon State Highway Division
Lane Thornton	City of Lakeview (Mayor)
Don Hotchess	City of Lakeview (Chamber of Commerce, Transportation Committee)
George Carlon	Lake County (Commissioner)
George Jackson	Lake County (Commissioner)
Barry Norris	Lakeview/Lake County(City/County Engineer-Consulting)
Jerald Stewart	Lake County (Administrative Assistant)
Everett Lawson	Lake County (Roadmaster)

FAS-C Bridge Replacement Applications: (Thomas and Cox Creeks)

Note

We insured that the County understood that O.S.H.D. would do the design and P.E. work for them for free, as required by statute. They preferred to use their County Engineer (a Lakeview consultant on retainer; also City Engineer on the same basis), which is their prerogative. We explained that a letter would be required, clearly stating how this particular consultant came to be chosen and what his qualifications were. The letter was necessary in order to get Federal and State funding participation in design and P.E. The County agreed to comply.

Project Environmental Assessment forms for these projects were handed to Mr. Stewart, and explained. They should be completed and received by this office by April 17.

New Idaho School Loop:

Prange
H

We asked the County if they were planning on completing the grading and paving on this FAS-C project, as we had heard. They confirmed this. We requested a letter from them so stating, to enable us to de-commit the obligated funds. They agreed to do so.

The remainder of the meeting was spent discussing road improvement needs in Lakeview and around the county.

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COUNTY & CITY SECTION
MAR 27 1975
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

DSF:pw
cc: L. W. Rulien,
Robert Prange

8027

February 11, 1975

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On January 29, 1975, we wrote to you concerning release of final payment on Contract No. 8027 awarded to Hamilton Construction Co., for structures on the New Idaho School Loop Section of FAS 19-106 and FAS 19-107 in Lake County.

Final payment on this contract is $6,349.71 and the total contract amount is $85,054.84. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Hamilton Construction Co.
P. O. Box 658
Springfield, OR 97477

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8027

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: New Idaho School Loop

WEEK ENDING: December 6, 1974

SECTION PREFIX: 519-1048

HIGHWAY: FAS 19-106 & 19-107

COUNTY: Lake

NAME OF JOB: New Idaho School Loop

KIND OF WORK: Structure

CONTRACTOR: Hamilton Construction Co.

CONTRACT NUMBER: 8027

FEDERAL AID PROJECT NUMBER: RS-19-106(1) & RS-19-107(1)

DATE OF CONTRACT: July 9, 1974

DATE WORK STARTED: October 22, 1974

ESTIMATED COMPLETION DATE: November 18, 1974

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 120

CALENDAR DAYS USED: 118

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 98

PROJECT AUTHORIZATION: $91,622.90

EXCLUSIVE OF ENGINEERING: $83,620.90

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $84,992.95

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1.6 %

ENGINEERING AUTHORIZATION: $8,002

ENGINEERING COST TO DATE: $8,002

PERCENT OF AUTHORIZATION: 100 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: November 18, 1974

Semi-final submitted
December 6, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16120	16121	16122					
PERCENT	100	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project Completed
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K RECEIVED Scofield
Bond Glenn
Jackmond DEC 9 1974 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed November 18, 1974. Semi-final will be submitted this date, December 6, 1974.

This is the FINAL REPORT

SIGNED Wayne F Cobine LOCATION Lakeview,
Wayne F. Cobine

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

8037 · 8

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 8-43	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 8-8-74	COUNTY Lake PROJECT NO. RS-19-107(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 1.75 mi. N. of Jct. SR 140

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-16-74	0.005
OTHER *(Specify)*		

FUNDS Pro-rata 78.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 31,635	$ 24,722

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By A. L. Schwedler
Assistant State Highway Engineer
(Title)

By ______
(Title)

By ______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. H. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer August 8, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will be formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

"Paragraphs 1, 3, 6, 7, 9, and 13 are not applicable."

Oregon State Highway Division

Federal Aid
Project No. RS-19-107(1)

NEW IDAHO SCHOOL LOOP SECTION OF COUNTY FAS ROUTE 19-107 IN LAKE COUNTY

Salem, Oregon, July 30, 1974

Project Agreement Estimate.

Type Code X080
Structure #16120 (Sta. 420 + 76.28 to Sta. 421 + 03.78) (27.5 ft.)

Temporary Protection & Direction of Traffic	All Required (34%)		$ 170.00
Temporary Signs	90 sq.ft.	6.00	540.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	60 lin.ft.	3.00	180.00
Flagmen	30 hr.	14.00	420.00
Bridge Removal Work	All Required (34%)		850.00
Channel Excavation	105 cu.yd.	2.00	210.00
Shoring, Cribbing, Etc.	All Required (34%)		680.00
Structure Excavation	55 cu.yd.	13.00	715.00
Furnish HP 10 x 42 Steel Piling	420 lin.ft.	9.00	3,780.00
Drive Steel Piles	14 only	200.00	2,800.00
Splice Steel Piles	4 only	25.00	100.00
4' x 25'/30' Prestressed Slabs	8 only	1,200.00	9,600.00
Structural Steel (6,100 lb)	All Required (34%)		2,550.00
Lumber and Timer Treated	3 M-Fbm	600.00	1,800.00
Metal Rail	50 lin.ft.	30.00	1,500.00
Guard Rail In Stockpile	All Required (34%)		1,700.00
			$27,595.00
Temporary Erosion Control	All Required (34%)		34.00
	Subtotal		$27,629.00
	14 1/2% Engr. & Cont		4,006.00
	Total		$31,635.00

Length of Structure - - - - - - - - - - 0.005 mi.

Federal Funds	$24,722.00
State Funds	3,456.50
County Funds	3,456.50
Total	$31,635.00

Group - 2 = 34%

Prefix: 519-1048

Contract No. 8027

8057

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 8,42

PROJECT REPORT NO. 3

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

8-8-74

TE Oregon

COUNTY Lake

PROJECT NO. RS-19-106(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 1.75 mi. and 2.75 mi. N. of Jct. SR 140

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-16-74	0.010
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
	Pro Rata 78.15
$ 59,987	$ 46,879

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By A. T. Schroeder

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. J. Smith
(Division Engineer)

for G. L. Green

Date executed by Division Engineer August 8, 1974

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Paragraphs 1, 3, 6, 7, 9 and 13 are not applicable. As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

Oregon State Highway Division

Federal Aid Project
No. RS-19-106(1)

NEW IDAHO SCHOOL LOOP SECTION OF COUNTY FAS ROUTE 19-106 IN LAKE COUNTY

Salem, Oregon, July 30, 1974

Project agreement estimate.

Type Code X080
Structure #16121 (Sta. 101+86.25 to Sta. 102+13.75) (27.5 ft.)

Temporary Protection and Direction of Traffic	All Required (33%)		$ 165.00
Temporary Signs	85 sq.ft.	6.00	510.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 lin.ft.	3.00	150.00
Flagmen	30 hr.	14.00	420.00
Bridge Removal Work	All Required (33%)		825.00
Channel Excavation	95 cu.yd.	2.00	190.00
Shoring, Cribbing, Etc.	All Required (33%)		660.00
Structure Excavation	40 cu.yd.	13.00	520.00
Furnish HP 10 x 42 Steel Piling	350 lin.ft.	9.00	3,150.00
Drive Steel Piles	14 only	200.00	2,800.00
Splice Steel Piles	3 only	25.00	75.00
4' x 25'/30' Prestressed Slabs	8 only	1,200.00	9,600.00
Structural Steel (6,100 lb.)	All Required (33%)		2,475.00
Lumber and Timber Treated	2 M-Fbm	600.00	1,200.00
Metal Rail	50 lin.ft.	30.00	1,500.00
Guard Rail in Stockpile	All Required (33%)		1,650.00
			$ 25,890.00

Type Code X080
Structure No. 16122 (Sta. 154+86.25 to Sta. 155+13.75) (27.5 ft.)

Temporary Protection and Direction of Traffic	All Required (33%)		$ 165.00
Temporary Signs	85 sq.ft.	6.00	510.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	50 lin.ft.	3.00	150.00
Flagmen	30 hr.	14.00	420.00

Bridge Removal Work	All Required (33%)		825.00
Channel Excavation	140 cu.yd.	2.00	280.00
Shoring, Cribbing, Etc.	All Required (33%)		660.00
Structure Excavation	75 cu.yd.	13.00	975.00
Furnish HP 10 x 42 Steel Piling	350 lin.ft.	9.00	3,150.00
Drive Steel Piles	14 only	200.00	2,800.00
Splice Steel Piles	3 only	25.00	75.00
4' x 25'/30' Prestressed Slabs	8 only	1,200.00	9,600.00
Structural Steel (6,100 lb.)	All Required (33%)		2,475.00
Lumber and Timber Treated	2 M-Fbm	600.00	1,200.00
Metal Rail	50 lin.ft.	30.00	1,500.00
Guard Rail in Stockpile	All Required (33%)		1,650.00
			$ 26,435.00
Temporary Erosion Control	All Required (66%)		66.00
	Subtotal		$ 52,391.00
	14 1/2% Engr. & Cont.		7,596.00
	Total		$ 59,987.00

Length of Structures (2) - - - - - 0.010 mi.

Federal Funds - - - - - - - - - - -	$ 46,879.00
State Funds - - - - - - - - - - -	6,554.00
County Funds - - - - - - - - - - -	6,554.00
Total	$ 59,987.00

Group 1 = 66%

Prefix 519-1048

Contract No. 8027

July 19, 1974

Lake County Board of Commissioners
Courthouse
Lakeview, Oregon 97630

Attention Mr. Gerald Stewart
Administrative Assistant

Re: Structures
New Idaho School Loop Road
FAS 19-106 and FAS 19-107
Lake County

Gentlemen:

This is to acknowledge receipt of the County's advance deposit in the amount of $11,500.00 for this project.

Also enclosed is a copy of the plans and contracts (#8027) for this project for your use and reference.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

FAS.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 24, 1974

Lake County Board of Commissioners
Courthouse
Lakeview, Oregon 97630

Attention Mr. Gerald Stewart

Gentlemen:

On June 20, 1974, a satisfactory bid was received from the Hamilton Construction Company, Springfield 97477, for the three bridges on the New Idaho School Loop Road, FAS 19-106 and 19-107. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$79,920.00
Erosion Control	100.00
4½% Contingencies	3,600.90
10% Engineering	8,002.00
Estimated Total Cost	$91,622.90

County Advance Deposit:

12½% of $91,622.90 = $11,452.86, or say $11,500.

Please make this advance deposit in the amount of $11,500 payable by check or warrant to the Oregon State Highway Division and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

RECEIVED
COUNTY & CITY SECTION
JUL [illegible] - 1974
☐ ENGR. ☒ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☒ CE ☒ RE ☒ PPE ☐

RECEIVED
OSHD FINANCE BRANCH
Check # 8037 Amt. 11,500.00
By C C Haverland Date 7-9-74
For FAS 19-106 + 19-107
LAKE CO.

RECEIVED
[illegible] 74

Copy to.: L. W. Ralien
Project Clear for award

OREGON STATE HIGHWAY DIVISION

Summary of Bids Received and Construction Authorization

Project NEW IDAHO SCHOOL LOOP SECTION

S 107001

Highway FAS 19-106 AND 19-107

County LAKE

F.A. Project No. RS 106001R

Engineer's Estimate 90,075.00

Date Bids Received 06/20/74

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	$ 79,920.00
02	DOUGLAS S COATS CONSTRUCTION BEND 97701	91,165.00
03	ROSS BROS CONSTRUCTION INC SALEM	102,600.00
04	J A WEAVER & ALLIED CRANE CONTRACTOR INC BEAVERTON 97005	104,320.00

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 79,920.00

Additional anticipated items:

TEMPORARY EROSION CONTROL 100.00

ENGINEER'S RECOMMENDATION

The Commission elects to accept the bid of Hamilton Construction Co. in the sum of $ 79,920.00 and directs the Administrator of Highways to award the contract to said bidder as soon as approval of Lake County is

01	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	$ 79,920.00
02	DOUGLAS S COATS CONSTRUCTION BEND 97701	91,165.00
03	ROSS BROS CONSTRUCTION INC SALEM	102,600.00
04	J A WEAVER & ALLIED CRANE CONTRACTOR INC BEAVERTON97005	104,320.00

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 79,920.00

Additional anticipated items:

TEMPORARY EROSION CONTROL 100.00

Subtotal . . . . $ 80,020.00

4-1/2% 3,600.90

Contingencies and engineering . . . . [illegible]

Subtotal . . . . $ 91,[illegible].90

Credit for maintenance [illegible] 20

Net construction Authorization . . . . $ 91,[illegible].90

ENGINEER'S RECOMMENDATION

The Commission elects to accept the bid of Hamilton Construction Co.

in the sum of $ 79,920.00

and directs the Administrator of Highways to award the contract to said bidder as soon as approval of Lake County is received and the sum of $ 11,500.00 is deposited by the County.

Deputy State Highway Engineer

State H[illegible] Engineer

NEW IDAHO SCHOOL LOOP SECTION

FAS 19-106 AND 19-107

LAKE COUNTY

FAP Nos. RS-19-106(1) &
RS-19-107(1)
Structures

Bids Received June 20, 1974

1.	Temporary Protection and Direction of Traffic	All	Specified			$ ~~250.00~~	500.00
2.	Temporary Signs	260	sq.ft.	6 —	~~9.00~~	~~2,340.00~~	1,560.00
3.	Temporary Continuous Rail Traffic Barriers, Relfectorized	160	lin.ft.	3 —	3.50	560.00	480.00
4.	Flagmen	90	hours	14 —	~~11.50~~	~~1,035.00~~	1,260.00
5.	Bridge Removal Work	All	Specified			3,000.00	2,500.00
6.	Channel Excavation	340	cu.yds.	2 —	4.00	1,360.00	680.00
7.	Shoring, Cribbing, Etc.	All	Specified			2,000.00 ✓	
8.	Structure Excavation	170	cu.yds.	13	8.00	~~1,360.00~~	2,210.00
9.	Furnish HP 10x42 Steel Piling	1,120	lin.ft.	9 —	~~7.00~~	7,840.00	10,080.00
10.	Drive Steel Piles	42	only	200 —	~~250.00~~	10,500.00	8,400 —
11.	Splice Steel Piles	10	only	25	50.00	~~500.00~~	250 —
12.	4'x25'/30' Prestressed Slabs	24	only	1,200	~~1,500.00~~	~~36,000.00~~	28,800 —
13.	Structural Steel	All	Required			10,980.00	7,500.00
14.	Lumber and Timber Treated	7	M-fbm	600	~~800.00~~	5,600.00	4,200 —
15.	Metal Rail	150	lin.ft.	30	~~25.00~~	3,750.00	4,500 —
16.	Guard Rail in Stockpile	All	Specified			3,000.00	3,000.00
					For Comparison of Bids	$ 90,075.00	74,920 —

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 90,075.00	74,920
Anticipated Additional Items: Temporary Erosion Control	100.00		
		100.00	100
		$ 90,175.00	[illegible]
Contingencies (4-1/2%)		4,057.88	3,[illegible]
Engineering (10%)		9,017.50	[illegible]
Estimated Net Authorization, Constr.		$103,250.38	[illegible]2.40

County share (12.7) 11,4[illegible].86

-6-

Adv. Dep. 11,500

[illegible] 75
6.[illegible]
[illegible]3.

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

90,075

PROJECT NO.: #6 LAKE COUNTY
NEW IDAHO SCHOOL LOOP SECTION-FAS ROUTES
19-106 & 19-107, APPROX. 5 MI. W. OF LAKEVIEW

OWNER: OREGON STATE HIGHWAY DEPARTMENT Yes
FAS-C
DATE: JUNE 20, 1974
PAGE 1

J.A. Weaver & Allied Crane Co. 104,320
1. Hamilton Const. Co Springfld. 79,920
2 Douglas S. Coates Bend 91,165
3. Ross Bros. Const. Salem 102,600

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Traffic Temporary Protection & Direction of	1	500	1,500	5,000
260	S.F.	Temporary Signs	2	6-	5.50	10-
160	L.F.	Barriers, Reflectorized Temporary Continuous Rail Traffic	3	3-	5-	8-
90	Hours	Flagmen	4	14-	11-	5-
	L.S.	Bridge Removal Work	5	2,500	7,500	7,700
340	C.Y.	Channel Exc.	6	2-	4-	5-
	L.S.	Shoring, Cribbing, Etc.	7	2,000	2,000	5,000
170	C.Y.	Structure Exc.	8	13-	5-	6-
1,120	L.F.	Furnish HP 10x42 Steel Piling	9	9-	11-	10-
42	Only	Drive Steel Piles	10	200	220-	225
10	Only	Splice Steel Piles	11	25-	50-	50-
24	Only	4'x25'/30' Prestressed Slabs	12	1,200	1,150	1,250
	L.S.	Structural Steel	13	7,500	9,150	10,000
7	M-fbm	Lumber & Timber Treated	14	600	600	1,200
150	L.F.	Metal Rail	15	30-	25-	22-
	L.S.	Guard Rail in Stockpile	16	5,000	7,975	5,000
				79,920	91,165	102,600

S-1370 4/73

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner
PRINTED IN U.S.A.

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

PROJECT NO.: #6 LAKE COUNTY
NEW IDAHO SCHOOL LOOP SECTION-FAS ROUTES
19-106 & 19-107, APPROX. 5 MI. W. OF LAKEVIEW

OWNER: OREGON STATE HIGHWAY DEPARTMENT 90,075

DATE: JUNE 20, 1974

PAGE 1

① Hamilton Const Springfield 79,920
② Douglas S. Coats Bend 91,165
③ Ross Bros Salem 102,600
JA Weaver & Allied Crane Beaverton 104,320

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Temporary Protection & Direction of Traffic	1	500-	1500-	5000-
260	S.F.	Temporary Signs	2	6-	5.50	10-
160	L.F.	Temporary Continuous Rail Traffic Barriers, Reflectorized	3	3-	5-	8-
90	Hours	Flagmen	4	14-	11-	5-
	L.S.	Bridge Removal Work	5	2500-	7500-	7700-
340	C.Y.	Channel Exc.	6	2-	4-	5-
	L.S.	Shoring, Cribbing, Etc.	7	2000-	2000-	5000-
170	C.Y.	Structure Exc.	8	13-	5-	6-
1,120	L.F.	Furnish HP 10x42 Steel Piling	9	9-	11-	10-
42	Only	Drive Steel Piles	10	200-	220-	225-
10	Only	Splice Steel Piles	11	25-	50-	50-
24	Only	4'x25'/30' Prestressed Slabs	12	1200-	1150-	1250-
	L.S.	Structural Steel	13	7500-	9150-	10,000-
7	M-fbm	Lumber & Timber Treated	14	600	600-	1200-
150	L.F.	Metal Rail	15	[illegible]	25-	22-
	L.S.	Guard Rail in Stockpile	16	5000-	7975-	5000-

(R) SAFECO Insurance Company of America, registered trademark owner

PRINTED IN U.S.A.

BOND WITH SAFECO

S-1370 4/73

8027

8

July 9, 1974

Hamilton Construction Co.
P. O. Box 658
Springfield, OR 97477

Gentlemen:

The Oregon Transportation Commission on June 26, 1974, accepted your proposal for work on the New Idaho School Loop Section of FAS Routes 19-106 and 19-107 in Lake County for the sum of $79,920. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as Lake County has approved the project and deposited $11,500.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8027.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
C. M. Williams
E. J. Dunn
Wm. Geibel (SAIF)

May 28, 1974

Board of County Commissioners
Lake County
Courthouse
Lakeview, OR 97630

Attention: Zane Gray
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 4969

Gentlemen:

Attached for your records is a fully executed copy of an agreement regarding construction of three bridges on the New Idaho School Loop Road on FAS 19-105 and 19-107 in Lake County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 5-81 AND 5-82

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	OREGON
DATE	5-16-74
BY (Signature)	L.W. RULIEN'S LETTER OF MAY 6, 1974
TITLE	PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 18 THRU 19

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
18	RS-19-106(1)	0.010	50,000	39,000	NEW IDAHO SCHOOL LOOP SECTION LAKE COUNTY-STATE OF OREGON	TWO STRUCTURES
19	RS-19-107(1)	0.005	25,000	19,500	NEW IDAHO SCHOOL LOOP SECTION LAKE COUNTY-STATE OF OREGON	ONE STRUCTURE

ENGR
1774
REFER TO
FOR

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

Copy to Rulien
5-20-74

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-16-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 915-690

FORM PR-48
(Rev. 8-71)

May 6, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Projects RS-19-106(1) and RS-19-107(1)

We are submitting program data for two rural secondary projects, Item Nos. 18 and 19, Project Nos. RS-19-106(1) and RS-19-107(1), which we desire to have included in the Federal-aid Rural Secondary Highway Program.

These projects have been selected by the Oregon Transportation Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

The work to be done under these projects is to be accomplished by one contract. It is our present intention to receive bids for these projects on June 20, 1974.

Enclosed is a copy of the State Clearinghouse letter of approval dated August 14, 1972, covering both projects. There is no functioning District 11 Clearinghouse at this time, and the Highway Division has been advised by the State Clearinghouse there will be no District 11 reviews until such time as District 11 Clearinghouse becomes functional.

For public hearing requirements of PPM 20-8 refer to individual Project PR-1 forms.

Design approval granted under the Secondary Road Plan.

The Negative Declaration for these projects was concurred in by the FHWA on April 23, 1974.

Enc.

DRH:js

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

August 14, 1972

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

LAKE Co.
FAS - C

Re: New Idaho School Loop
PNRS #7208 2 260
Reply Date: Aug. 17, 1972

Dear Mr. Baldwin:

This is to acknowledge receipt of your Notice of Intent to file for Federal funds.

We have considered your proposal and concluded that it is essentially of limited local impact and presents no conflicts with existing state plans.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95.

Sincerely,

Cleighton Penwell

Cleighton Penwell

cc: August 16, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
J.L. Gunter
J.F. Putnam

CP:ml

BEN GIFFORD
8/9

Ben

NOTED
R. N. CHASE

RECEIVED
AUG 15
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
AUG 16 1972
PROGRAMING SECTION

Budget Bureau No.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

5-6-74

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rd., 1.75 mi. & 2.75 mi. N of Jct SR 140	ADT	PRESENT 100*	FUTURE (66) (70) 180	YEAR (71) (72) 94	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Two Bridges	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 25 RS-	NUMB 7 1

CARD 1	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Lake		
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 19-106 (32)	STATE Co.Rd. (36) (37)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FU
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		Co.Rd., 1.75 mi. & 2.75 mi. N of Jct SR 140					
5					**ROW**							
5					**CONST** (CODE) X080		"New Idaho School Loop Section"	0.010	50,000	39,000	5,500	5,500 (Co

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.010	50,000	39,000	5,500	5,500 (Co
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

*DHV is 15 for this location.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

5-6-74

PROJECT LOCATION (45 typewriter spaces) Co. Rd., 1.75 mi. & 2.75 mi. N of Jct SR 140	**ADT**	PRESENT 100*	FUTURE 180	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 18

…OPOSED WORK (35 typewriter… …ridges	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): RS- NUMBER: 19-106(1) SEQ. NO.	I. Projects Only POST MI. DESIG.

…FUNDS: Rural Secondary

COUNTY NAME: Lake — CODE 037

…EA

ROUTE NO. S — FEDERAL-AID: 19-106 — STATE: Co.Rd. — U.S.: --

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co.Rd., 1.75 mi. & 2.75 mi. N of Jct SR 140						Const. two prestressed conc. slab span bridges (total L 55') Remove exist. str. and furnish guardrail
ROW								(County to provide & maintain detours, const. approach roadways & install guardrail)
CONST (CODE) X080		"New Idaho School Loop Section"	0.010	50,000	39,000	5,500	5,500 (Co.)	ROW - 60' normal; Access control-none; Parking Restrictions-none.
…BY		PROJECT TOTALS	0.010	50,000	39,000	5,500	5,500 (Co.)	

…APPROVAL DATES

REMARKS

*DHV is 15 for this location.

-over-

USCOMM DUSCOMM-DC 48905-P61

NEW IDAHO SCHOOL LOOP SECTION

PROJECT NO. RS-19-106(1)

Existing Facilities: Two wooden bridges each 15 feet long with a horizontal clearance of 16 feet and bituminous surfaced.

Adjacent Sections: Two 10-foot bituminous surfaced travel lanes with 2-foot gravel shoulders.

Project Data: Remove existing structures and construct, on existing alignment, two prestressed concrete slab span bridges (Br. No. 16121 & 16122), both 27'-6" long with horizontal clearances of 30'-1" each. Furnish and stockpile at the site necessary guardrail for approach roadways.

NOTE: County to provide and maintain detours, construct road approaches to the structures and will install guardrail for the approach roadways.

Exceptions to Minimum Standards: None

Relocation Assistance Payments: None

System Action, Airports, Water Development, Railroads, Recreation and Historical Areas: None involved.

Requirements of PPM 90-1: Negative declaration concurred in by FHWA April 23, 1974.

A-95 Review:
- a. State Clearinghouse approved by letter dated August 14, 1972.
- b. District 11 Clearinghouse --- not functioning (the Highway Division has been advised by the State Clearinghouse that there will be no review by a district until such district has a functioning clearinghouse).

Public Hearings: None required under provision
PPM 20-8.

Location Approval: Not applicable as considera
locations is not a factor as the project is fo
on existing alignment at their respective loca

Design Approval: Granted under the Secondary

Control of Utilities: The State does not have
legal authority to control the use by utilitie
of this project. A State-County agreement is
comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market road, a
mail route.

NOTE: (1) This project is in Congressional
(2) The work under this project is to
same contract with project RS-19-

NEW IDAHO SCHOOL LOOP SECTION

PROJECT NO. RS-19-106(1)

Facilities: Two wooden bridges each 15 feet long with a
l clearance of 16 feet and bituminous surfaced.

Sections: Two 10-foot bituminous surfaced travel lanes
ot gravel shoulders.

Data: Remove existing structures and construct, on exist-
ment, two prestressed concrete slab span bridges (Br. No.
6122), both 27'-6" long with horizontal clearances of
ch. Furnish and stockpile at the site necessary guard-
approach roadways.

unty to provide and maintain detours, construct road
s to the structures and will install guardrail for the
roadways.

s to Minimum Standards: None

n Assistance Payments: None

tion, Airports, Water Development, Railroads, Recreation
rical Areas: None involved.

nts of PPM 90-1: Negative declaration concurred in by
l 23, 1974.

ew:
State Clearinghouse approved by letter dated August 14,
1972.
District 11 Clearinghouse --- not functioning (the
ighway Division has been advised by the State Clearing-
house that there will be no review by a district until
such district has a functioning clearinghouse).

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location Approval: Not applicable as consideration of alternate locations is not a factor as the project is for replacing two bridges on existing alignment at their respective locations.

Design Approval: Granted under the Secondary Road Plan.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market road, a school bus route and a mail route.

NOTE: (1) This project is in Congressional District No. 2.
(2) The work under this project is to be accomplished in same contract with project RS-19-107(1).

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

5-6-74

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co.Rd., 1.75 mi. N of Jct SR 140 21 65	**ADT**	PRESENT 100 *	FUTURE 180 (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	UA CLASSIF. (70)	UA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER 19-107(1)

CARD	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Lake			CODE 037
	NAME OF URBAN AREA 17-21	ROUTE NO. S	FEDERAL-AID 19-107 (32)	STATE Co.Rd. (36)	U.S. (37) --

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53	Co.Rd., 1.75 mi. N. of Jct. SR 140	(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X080		"New Idaho School Loop Section"	.005	25,000	19,500	2,750	2,750 (Co.)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	.005	25,000	19,500	2,750	2,750 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

*DHV is 15 for this location.

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

5-6-74

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co.Rd., 1.75 mi. N of Jct SR 140		100 *	180	94	10	Oregon	41	075	19

SED WORK (35 typewriter	NATL. FOREST	FA ROUTE NO.	SUPV AGCY	UA CLASSIF.	UA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
ge								RS-	19-107(1)			

NDS: Rural Secondary

COUNTY NAME: Lake CODE 037

ROUTE NO. S FEDERAL-AID 19-107 STATE Co.Rd. U.S. --

PROGRAM STAGE ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		Co.Rd., 1.75 mi. N. of Jct. SR 140						Const. one prestressed conc. slab span bridge (L. 27'-6") Remove exist. str. and furnish guardrail.
ROW								(County to provide and maintain detours, const. approach roadways & install guardrail)
CONST (CODE) X080		"New Idaho School Loop Section"	.005	25,000	19,500	2,750	2,750 (Co.)	ROW - 60' normal; Access control-none; Parking Restriction-none.
D BY		PROJECT TOTALS	.005	25,000	19,500	2,750	2,750 (Co.)	

APPROVAL DATES

REMARKS

*DHV is 15 for this location.

-over-

USCOMM DUSCOMM-DC 18808-P61

NEW IDAHO SCHOOL LOOP SECTION

PROJECT NO. RS-19-107(1)

Existing Facilities: A wooden bridge 15 feet long with a horizontal clearance of 16 feet and bituminous surfaced.

Adjacent Sections: Two 10-foot bituminous surfaced travel lanes with 2-foot gravel shoulders.

Project Data: Remove existing structure and construct, on existing alignment, a prestressed concrete slab span bridge (Br. No. 16120), 27'-6" long with horizontal clearance of 30'-1". Furnish and stockpile at the site necessary guardrail for approach roadways.

NOTE: County to provide and maintain detours, construct road approaches to the structures and install guardrail for the approach roadways.

Exceptions to Minimum Standards: None.

Relocation Assistance Payments: County will make such payments as required.

System Action, Airports, Water Development, Railroad, Recreation and Historical Areas: None involved.

Requirements of PPM 90-1: Negative declaration concurred in by FHWA April 23, 1974.

A-95 Review:
a. State Clearinghouse approved by letter dated August 14, 1972.
b. District 11 Clearinghouse --- Not functioning (the Highway Division has been advised by the State Clearinghouse that there will be no review by a district until such district has a functioning clearinghouse).

Public Hearings: The county contacted the a
The project was explained and all questions
faction of the property owner. The property
of a desire for a public hearing. This fact
county and copies of the document are in the
Division files. The right-of-way required i
Oregon State Highway Division and Lake Count
on the above stated action, that the intent
public hearings has been fulfilled.

Location Approval: Not applicable as consid
tions is not a factor as the project is for
existing alignment at its present location.

Design Approval: Granted under the Secondar

Control of Utilities: The State does not h
authority to control the use by utilities o
project. A State-County agreement is being
paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market road,
mail route.

NOTE: (1) This project is in Congressiona

(2) The work under this project is
same contract with Project RS-

NEW IDAHO SCHOOL LOOP SECTION

PROJECT NO. RS-19-107(1)

lities: A wooden bridge 15 feet long with a horizontal 16 feet and bituminous surfaced.

tions: Two 10-foot bituminous surfaced travel lanes gravel shoulders.

Remove existing structure and construct, on existing prestressed concrete slab span bridge (Br. No. 16120), with horizontal clearance of 30'-1". Furnish and stock-site necessary guardrail for approach roadways.

y to provide and maintain detours, construct road o the structures and install guardrail for the approach

o Minimum Standards: None.

ssistance Payments: County will make such payments as

n, Airports, Water Development, Railroad, Recreation al Areas: None involved.

of PPM 90-1: Negative declaration concurred in by FHWA 74.

e Clearinghouse approved by letter dated August 14, 2.

trict 11 Clearinghouse --- Not functioning (the Highway ision has been advised by the State Clearinghouse that e will be no review by a district until such district a functioning clearinghouse).

Public Hearings: The county contacted the abutting property owner. The project was explained and all questions answered to the satisfaction of the property owner. The property owner gave no indication of a desire for a public hearing. This fact has been documented by the county and copies of the document are in the Oregon State Highway Division files. The right-of-way required is insignificant and the Oregon State Highway Division and Lake County have concluded, based on the above stated action, that the intent of PPM 20-8 relative to public hearings has been fulfilled.

Location Approval: Not applicable as consideration of alternate locations is not a factor as the project is for replacing a bridge on existing alignment at its present location.

Design Approval: Granted under the Secondary Road Plan.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a farm-to-market road, a school bus route and a mail route.

NOTE: (1) This project is in Congressional District No. 2.

(2) The work under this project is to be accomplished in the same contract with Project RS-19-106(1).

Copy to:- John Oaks
Hal Chase
C G Swenson
Carl Williams

FAS 19-106
Lake Co.

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

5-1-74

Attn: County & City Section

SUBJECT: Federal Aid Project No. ______________

Highway No. FAS 19-106 & 19-107

Project Name 3 structures on New Idaho School Loop Road

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

   ☑ There has been no displacement of persons from residences, farms, or businesses; or

   ☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Lakeview, Oregon,

this 1st day of May, 1974.

Lake County

Chairman

Commissioner

Commissioner

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COUNTY & CITY SECTION
MAY 3 1974
☑ ENGR. ☑ COOR. ☑ LE ☑ AE ☑ UE
☑ UPE ☐ CE ☒ RE ☑ RPE ☐

7/31/73

#8027

FAS 10-106 & 107

Salem, Oregon
April 30, 1974

Mr. J. B. Boyd
Right of Way Engineer
BUILDING

48191 - Jaska
48192 - Favell - Utley Realty
New Idaho School Loop Sect.
County Road
Lake County

Attached are 2 descriptions and an authorization covering options submitted by the field for the subject section.

We understand Lake County forces are doing the grading for this project.

J. H. Versteeg
Road Design Engineer

By

Floyd O. Scott
Right of Way Description Engineer

FOS:tk

Attachments

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 30 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

ADT 1970 - 100
1993 - 180

DHV 1973 - 15
1993 - 25

SAFETY: ______

MEMO TO R. N. CHASE

Date: ______

FAS 19-106, Lake COUNTY, New Idaho School Loop SECTION

TERMINI: One structure is 1.75 miles north of junction with FAP 410. The other structure is 2.75 miles north of junction with FAP 410. Junction is approximately 4.5 miles west of Lakeview.

PROPOSED WORK: Construct two small bridges.

PROJECT LENGTH: Each bridge is 27'-6" long

COSTS:

	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	50,000	39,000	5,500	5,500	

EXISTING FACILITIES: Two wooden bridges each having a 16' roadway and 15' long. 18' oil mat with 2' gravel shoulders.

ADJACENT SECTIONS:

NORTH/~~EAST~~ END: Two 10' oil travel lanes with 2' gravel shoulders.

SOUTH/~~WEST~~ END:

PROJECT DATA: Construct two reinforced concrete bridges 27'-6" long with a 30' clear roadway. Approach guardrail is to be furnished by contractor as part of project for county to install. County to construct the approaches and connections.

RIGHT-OF-WAY: 60'

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviation from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: No hearing required - see memo dated ~~[illegible]~~ 4/24/74
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: Farm to market road, school bus and mail route, and a l g hauling route.

Park and recreation area affected - No parks in area
Relocation assistance - No one moved

Social, economic & environmental effects considered - Yes
- ~~[illegible]~~ 5/9/74
~~Location and design~~ approved - 8/14/72
Clearinghouse approved
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
Negative Declaration - 4/23/74

ADT 1973 - 100 DHV 1973 - 15 SAFETY:
1993 - 180 1993 - 25

MEMO TO R. N. CHASE Date: April 23, 1974

FAS 19-107 Lake COUNTY, New Idaho School Loop SECTION

TERMINI: Structure being 1.75 miles north of the junction with FAP 410. Junction being approximately 4.25 miles west of Lakeview.

PROPOSED WORK: Structure

PROJECT LENGTH: 27'-6"

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	25,000	19,500	2,750	2,750	

EXISTING FACILITIES: A wooden bridge 15' long with a 16' roadway. Roadway is an oil mat 22' wide.

ADJACENT SECTIONS:

NORTH/[redacted] END: Two 10' oil travel lanes with 2' gravel shoulders.

SOUTH/[redacted] END:

PROJECT DATA:

Construct a bridge with precast, prestressed concrete slab deck on steel piles. Bridge is to be 27'-6" long with a 30' clear roadway. Guardrail for approaches is to be furnished as part of contract for county to install. County to construct the approaches and connections.

RIGHT-OF-WAY: 60'

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviations from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: No hearing required - see memo dated [illegible] 4/24/74
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: Farm to market road, school bus and mail route, and a log hauling route.

Park and recreation area affected - No parks in area
Relocation assistance - No one moved

Social, economic & environmental effects considered - Yes
~~Location and~~ design approved - [illegible] 5/9/74
Clearinghouse approved - 8/14/72
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
Negative Declaration - 4/23/74

MEMO TO FILES

April 24, 1974

Re: New Idaho School Loop Section
FAS 19-106 & FAS 19-107
Lake County

Pursuant to Paragraph 6c of PPM 20-8, a public hearing is not required due to the following:

1. It is proposed to construct two of the three structures within the existing right-of-way. A third structure will require an insubstantial amount of right-of-way on one side only.
2. The project does not adversely affect the abutting property.
3. The project does not change the layout or function of connecting roads or the facility being improved. There are no connecting roads in the immediate vicinity and the existing road will retain its function as a two-lane, two-way facility.

Based on the contents of the attached letter from Lake County, the County has complied with the intent and purpose of PPM 20-8 and PPM 20-5, relative to public hearings; therefore, a formal hearing will not be required for the subject structure project.

Robert H Prange
Robert H. Prange
Rural Engineer
County & City Unit

RHP:ljt

Att.

cc: L. W. Rulien

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☑

Board of Commissioners

Lake County

STATE OF OREGON

LAKEVIEW, OREGON 97630

GEORGE CARLON **GEORGE JACKSON** **DON FITZGERALD**

Hearing
Lake Co
FAS

April 18, 1974

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
Salem, Oregon 97310

Re: New Idaho School Loop Structures
FAS 19-106 & 19-107
Lake County

Dear Mr. Cox:

Concerning the matter of a public hearing for the subject project, Lake County did the following: Robert C. Utley, property owner, was contacted March 27, 1974. The project was explained and the purpose of the right-of-way acquisition. The property owner favored the project and did not contest the taking of his property for right-of-way purposes. Since the property owner was satisfied with the explanation of the proposal, there was no request for an additional formal public hearing.

The County has considered the social, economic, and environmental effects of the project and requests design approval.

Very truly yours,

JERALD R. STEWARD
Assistant

JRS/mcc

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COUNTY & CITY SECTION
APR 22 1974
☑ ENGR. ☑ COOR. ☑ UE ☒ AE ☑ UE
☑ RPE ☑ CE ☒ UE ☒ RPE ☐

Salem, Oregon
April 24, 1974

J. E. Backstrand
Supervising Design Engineer

Mr. Carl M. Williams
Regional Engineer

New Idaho School Loop Road Bridge
Bridges Nos. 16120, 21 and 22
New Idaho School Loop Road
FAS 19-106 and FAS 19-107
Lake County

Enclosed are two prints of drawing 29214, the advance detail drawing for the subject structures. The drawing has been revised to show a new span length of 27'6" for all three structures as indicated in your letter of April 18, 1974. It is planned to call for bids on this section on ~~May 23~~, June 30 1974.

These prints are sent to you for a field review. Please return one set with your comments and/or corrections noted thereon. You may prefer to have Region personnel discuss the comments with the appropriate people in the Bridge Section office in Salem. If so, please advise as soon as possible and a meeting will be arranged.

KAK:dh
Enclosures

cc J. E. Chidsey /w/ 1
Al Harwood /w/ 1
C. G. Swenson /w/ 1 plus estimate sheet (checked) and designers notes
J. L. Davis /w/ 1
L. L. Wallace
H. S. Cox /w/ 3 - Please take proper action to get County's approval of the final design drawings for the three bridges. Total cost of all the three bridges, including 20% E & C, is estimated at $88,800.

fas 19-106 & 19-107
Lake Co

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

DATE April 18, 1974

TO
Walter Hart
Bridge Engineer
SALEM

FROM
Carl M. Williams
Regional Engineer

Carl M. Williams

SUBJECT Proposed Bridge Lengths for New Idaho Loop Section
FAS Routes 19-106 and 19-107, Lake County

At a meeting with the Lake County Board of Commissioners on April 17, 1974, a length for each of the three bridges involved was established, 28 feet.

A careful restudy by Dick Lenz and Carl M. Williams indicated that the design length of 17 feet was indeed adequate for existing upstream and downstream conditions at the three bridge sites. However, the county indicates that positive steps are being taken to alter these stream conditions over the next few years.

David Carter, of FHWA, attended this County Court session and indicated concurrence with the 28-foot length for each bridge.

The County Court asked assurance that the bridges will be completed by the fall of 1974. County forces are already working on the widening of FAS 19-106 and 19-107. I indicated that the State would proceed with all deliberate haste.

Will you please revise the design of these structures to the 28-foot length, so that an early date may be established for contracting these three structures.

CMW:mr

cc: H. S. Cox, City-County
E. J. Dunn, Klamath Falls
V D wolfe

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APR 19 1974
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

#8027

Br. 16120
16121
16122

FORM E-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Bend, Oregon 97701

DATE April 18, 1974

TO Walter Hart
Bridge Engineer
SALEM

FROM Carl M. Williams
Regional Engineer

Carl M. Williams

SUBJECT Proposed Bridge Lengths for New Idaho Loop Section
FAS Routes 19-106 and 19-107, Lake County

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CMW:mr

cc: H. S. Cox, City-County
E. J. Dunn, Klamath Falls
V. D. Wolfe

1 Verstang
A. Olson T
2 Terpin
Scott
3 Swenson
R. Olson
Trout 4

RECEIVED
74
NOTED
W. J. HART
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To.
Bring Up / /
Other

NOTED
J. E. BACKSTRAND

L. WALLACE

RECEIVED
APR 19 1974
BRIDGE DIVISION

fas 19-106
19-107

E-419—(Rev. 7-71)

OREGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

FAS 19-106 & 107

To H. S. Cox, City-County Engineer

File No. Favell-Utley
Engineer's Station 142+40
to 172+22 (Right)

From Frank King, Right of Way Agent - Bend

Date March 29, 1974

Subject Permit of Entry, New Idaho School Loop Section, Lake County

Attached is a signed copy of Permit of Entry with centerline description obtained from Robert Utley. This permit pertains to bridge reconstruction to be done at Engineer's Station 155+00 on the above County improvement section.

RECEIVED
COUNTY & CITY SECTION
APR 1 - 1974
☑ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

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APR 1 - 1974
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PERMIT OF ENTRY

File No. Eng. Sta. 142+40 to 172+22 (Rt.)
West Unit, New Idaho School Loop Section
FAS 19-106 - 19-107
Lake County

Lake County Board of Commissioners
Lake County Courthouse
Lakeview, OR 97630

Gentlemen:

In order to permit Lake County to proceed with the construction of the West Unit, New Idaho School Loop Section, of FAS 19-106 and 19-107, the undersigned does hereby grant Lake County, its agents, or contractors, the right to enter upon the real property described as follows:

(See Exhibit "A")

Inasmuch as negotiations for the acquisition of said lands have not been completed, this permit is granted to avoid delay in constructing said project.

It is understood that this permit of entry will in no way jeopardize (our) rights in negotiating a settlement or in any legal proceeding that may arise from the State's acquisition of said lands.

It is further understood that Lake County will either negotiate a settlement or institute condemnation proceedings by October 1, 1974, and that in the event said lands are acquired by eminent domain, interest on any award will commence on the day the State or its agents take physical possession.

[illegible] corporation
By Robert [illegible]
(Signature)

(Signature)

Dated this 27 day of April, 1974.

Form C-151-[illegible]-3-58

EXHIBIT A

OREGON STATE HIGHWAY DEPARTMENT

Center Line Description of Property

Purchase ( ) Lease ( ) Easement ( ) R. R. Encroachment ( ) Sale ( ) .... (Other)

USE: R/W ( ) St. Pile ( ) (State Purpose ....) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) .... (Other)

Description prepared by ...., ..., 19.....; Checked by ...., ..., 19.....

Owner ....

.... Section, ... Highway.

A parcel of land lying in the West Half of Section 36, Township 38 S, Range 19 E, W. M., Lake County, Oregon, and being a portion of that property described in that deed to ...., recorded in Book 144, Page 849, of Lake County Records of Deeds; the said parcel being that portion of said section 36 included in a strip of land 30 feet in width, 30 feet on ~~each~~ east side of the center line of the New Idaho School Loop FAS 19-106 Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 142+40, said Station being 32^{00} feet North and 0^{56} feet west of the south west quarter Corner of said Section 36, T38S R19E, W.M, ; thence N 1° 00' 00" W 4404.30 feet to center Line sta. $186+44^{30}$

(For further description turn bottom of sheet up and continue on back. Double space all notes.)

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Right Side of Center Line	Width on .... Side of Center Line
142+40		172+22	30	

RECEIVED
COUNTY & CITY SECTION
APR 1 - 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE

Owner ....

.... Section, ... Highway.

A parcel of land lying in the West Half

.... of Section 36, Township 38 S, Range 19 E, W. M.,

Lake County, Oregon, and being a portion of that property described in that deed

to ...., recorded in Book 144, Page X49,

of Lake County Records of Deeds; the said parcel being that portion of said

section 36 included in a strip of land 30 feet in width, 30 feet

on ~~each~~ east side of the center line of the New Idaho School Loop FAS 19-106

Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 142+40, said Station being 32.00 feet North and 0.56 feet west of the south west quarter corner of said Section 36, T38S, R19E, W.M.; thence N 1° 00' 00" W 4404.30 feet to center line sta. 186+44.30

(For further description turn bottom of sheet up and continue on back. Double space all notes.)

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Right Side of Center Line	Width on .... Side of Center Line
142+40		172+22	30	

RECEIVED
COUNTY & CITY SECTION
APR 1 - 1974
☑ ENGR. ☑ COOR. ☐ QE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Bearings used herein are based upon the Oregon Co-ordinate System, ... Zone.

The parcel of land to which this description applies contains 0.30± acres, of which -0- acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.30± acres lie outside of the existing right of way.

State Printing 10911

SB

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 29, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM A. J. Schroeder
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Negative Declaration
New Idaho School Loop Section
FAS Routes 19-106 and 19-107
Lake County

This negative declaration covering the subject FAS-C project is being submitted for your concurrence.

LOCATION AND DESCRIPTION OF PROJECT The proposed project calls for 3.5 miles of roadwork and replacement of three small drainage structures on the Lake County road system north of the Klamath Falls-Lakeview Highway, approximately 4.5 miles west of Lakeview.

The roadway construction is to begin at the Klamath Falls-Lakeview Highway at Five Corners and extends north 3.5 miles to a county road junction. The work consists of grading and placement of drainage structures, a twelve-inch lime-treated base, and a double 0-30 oil mat 30 feet wide. The new roadway will be on essentially the same grade and alignment as the existing facility.

Two of the drainage structures will be built within the limits of the proposed roadway construction area; the other will be built on a parallel route one mile to the east. For simplicity and economy, all three structures will be of the same length and width and will consist of steel pile bents with treated timber bulkheads and precast concrete slab decks. Protective guardrail will be installed where necessary.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Structures are being designed so that water passageways will be equal to or greater in size than those under the present structures. Flooding can be attributed to the flatness of the landscape--which allows only slow run-off--rather than to structures within the stream. These structures do not restrict stream flow sufficiently to cause flooding. Consequently, new structures with similar-sized passageways are considered adequate.

PURPOSE OF PROJECT

The purpose of widening this existing narrow facility is to provide safe, convenient, all-weather service to the surrounding community and thereby to improve the transportation system of Lake County. The existing roadway consists of a badly deteriorated oil mat 18 feet wide. It is essential that this road be reinforced and widened to carry present-day and future traffic loads safely. The three wooden drainage structures being replaced are also narrow and badly deteriorated.

EXISTING ENVIRONMENTAL SETTING

The proposed project is located along the westerly edge of the Thomas Creek floodplain. During spring runoff, most of this area is inundated, or drainage channels are full. The surrounding countryside is quite flat, with a very gentle downward slope that extends in a southeasterly direction. Much of the surrounding land is in agricultural use. Agricultural activities include hay, grain and livestock.

Idaho Loop Road is a farm-to-market, school bus, mail, and log hauling route and provides access to timber and recreation areas in the Fremont National Forest. The 1970 traffic counts on the section to be improved show a minimum ADT of 90 vehicles and a maximum ADT of 200.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most significant impacts of the proposal will be the added safety and convenience for the road user and, for the county, reduced maintenance costs.

The proposed widening will require some additional right-of-way, which will consist of a strip of land approximately five feet wide that extends along the easterly side of the existing facility from county road 2-19-C north approximately 1,700 feet. The land to be acquired is farmland, all of it under one ownership. The amount of farmland taken out of production will not be significant, nor will any buildings, residential units, or people be displaced. All access points will be restored at their present locations or will be relocated by agreement with property owners. There are no utility conflicts, with the exception of one telephone pole that will be relocated.

The proposal was approved by other agencies in the A-95 review process August 14, 1972, and it was determined that the proposed project "is of essentially limited local impact and presents no conflict with existing State plans."

All necessary pollution control methods will be used during the course of the project to ensure that the surrounding environment will remain unimpaired. Federal, State, and local regulations concerning air and water quality will be enforced. Temporary and permanent methods of pollution control will be used to prevent waste or deleterious materials from remaining in the construction area or the surrounding farmlands. Protective measures will be taken so that harmful materials will not be transported by the various drainage and overflow channels to streams containing constant water flows.

There will be no significant changes in traffic patterns, traffic volumes, or average vehicle speeds. Therefore, it is not anticipated that there will be any significant change in the ambient air quality, and comments will not be solicited from the air pollution control authority, the Department of Environmental Quality.

The new Idaho School, located approximately 100 feet from the roadway centerline, is a noise-sensitive site within the project area. The L_{10} noise levels at the schoolhouse have been estimated by the use of a nomograph prediction method[1] and found to be well below the Federal Highway Administration standards for this type of a facility. And, because the Highway Division anticipates no change in traffic past the school, there will be no adverse impacts from noise.

There are no public park and recreational facilities or registered historic sites affected by the proposed project, nor are there any wildlife nesting or feeding grounds that will be adversely affected.

Lake County will offer the opportunity for a public hearing and, if a hearing is requested, the County will hold one.

---

[1] J. E. Wesler, Manual for Highway Noise Prediction, prepared by the Transportations Systems Center for the Department of Transportation (Washington D.C.: Department of Transportation, 1972).

Due to a probable lack of use, bicycle trails or footpaths will not be provided.

The traveling public will be mildly inconvenienced while the roads are closed intermittently during construction; however, detour routes will be available during these periods of closure. Adequate barricades, signing, and flagging will be provided for the temporary direction and protection of traffic.

BASIS FOR NEGATIVE DECLARATION

The proposed project, though not extensive in nature, is an important element in Lake County's program of providing a safe transportation system. The benefits of the finished project will outweigh any temporary inconveniences to road users; and the detrimental environmental impacts, if any, will be insignificant.

Your concurrence is respectfully requested.

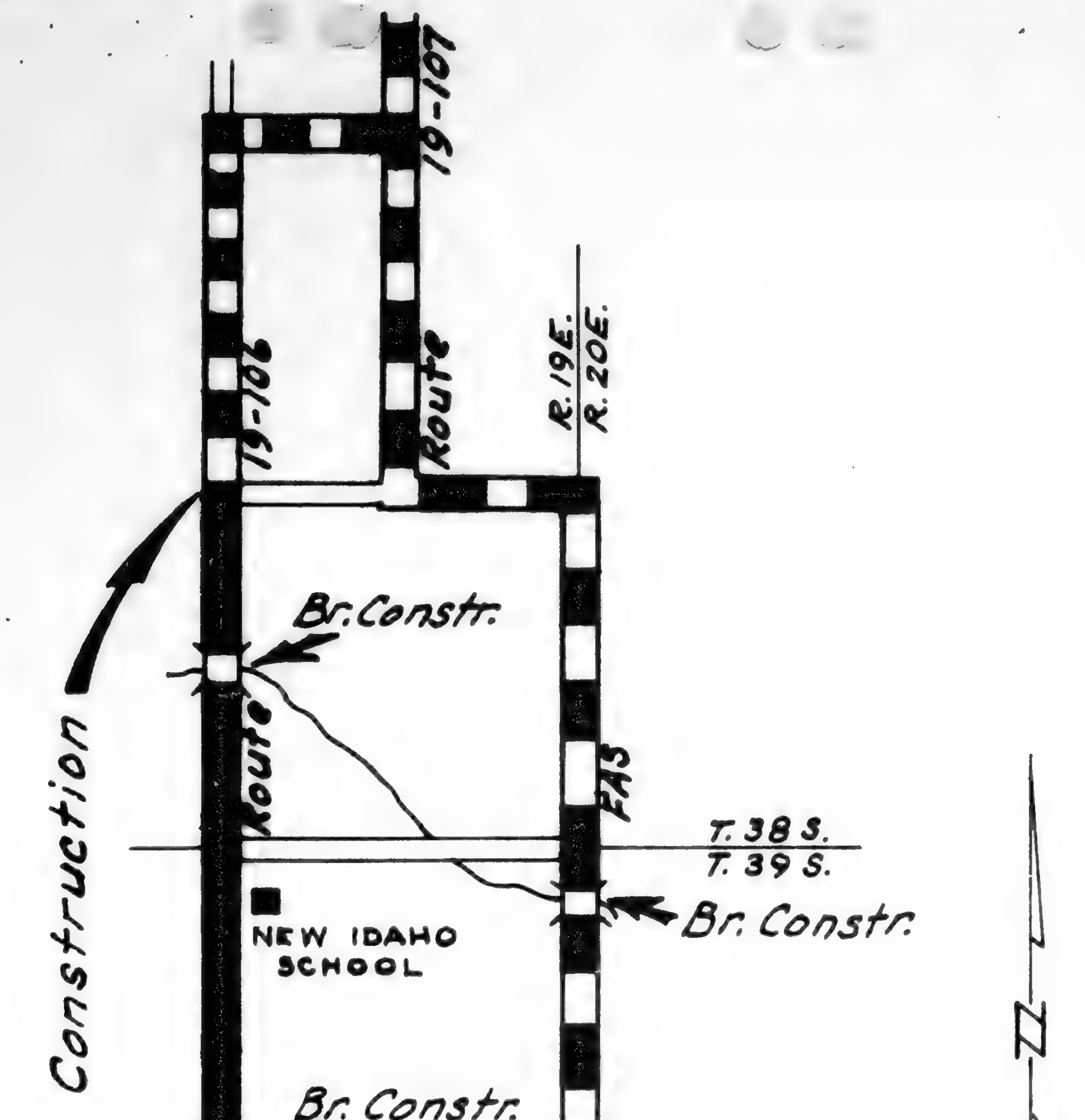
Endorsement to Oregon State Highway
Division

Concur ________________ Date APR 23 1974
p Division Engineer

RHP:dg

Attach.

cc F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
H. S. Cox
Carl Williams


19-107
Route
19-106
R. 19E.
R. 20E.
Br. Constr.
Route
FAS
T. 38 S.
T. 39 S.
Br. Constr.
NEW IDAHO SCHOOL
Br. Constr.
Construction
Roadway
FAS
N
To Lakeview 3.5 mi.
KLAMATH FALLS - LAKEVIEW HWY.
Five Corners
To Klamath Falls

NEW IDAHO SCHOOL LOOP SECTION
FAS ROUTES 19-106 & 19-107
Lake County

f.o.
Lake Co
19-106 +
107

Board of Commissioners
Lake County
STATE OF OREGON
LAKEVIEW, OREGON 97630

GEORGE CARLON GEORGE JACKSON DON FITZGERALD

March 22, 1974

Mr. Robert A. Sandmann
Regional Construction Engineer
Oregon State Highway Division
Bend, Oregon 97701

Dear Sir:

In reviewing the bridges on the proposed New Idaho School Loop, based on the 16 ft. span that is presently in place and the amount of run-off that we have received in the past years, we do not feel that a 17 ft. length would be adequate, and we are therefore recommending the length be 32 ft. ✓

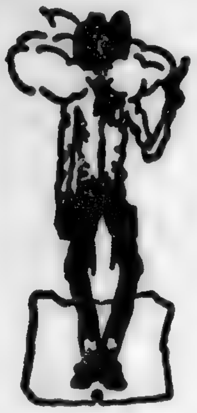
Very truly yours,

JERALD R. STEWARD
Assistant

JRS/mcc
cc: H. S. Cox
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
MAR 25 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

fas 19-106, 107
Lake Co



Board of Commissioners
Lake County
STATE OF OREGON
LAKEVIEW, OREGON 97630

GEORGE CARLON **GEORGE JACKSON** **DON FITZGERALD**

March 21, 1974

Mr. Robert A. Sandmann
Regional Construction Engineer
Oregon State Highway Division
Bend, Oregon 97701

Dear Sir:

This is to correct the size of the bridge structure on the New Idaho Loop Project in Lake County. There has been some confusion as to the length of the bridge and also the width.

It is our desire to have the structure 32 ft. in width and 32 ft. in length. I hope this will clarify this problem for you.

Very truly yours,

Jerald R. Steward

JERALD R. STEWARD
Assistant

JRS/mcc
cc: H. S. Cox
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
MAR 22 1974

copy to:- Walt Hart

March 13, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Negative Declaration
New Idaho School Loop Section
FAS Routes 19-106 and 19-107
Lake County

APPROVED
By ....
Admin. R/W Agent

This negative declaration covering the subject FAS-C project is being submitted for your concurrence.

LOCATION AND DESCRIPTION OF PROJECT The proposed project consisting of 3.5 miles of roadwork and three small structures is located on the Lake County road system north of the Klamath Falls-Lakeview Highway, approximately 4.5 miles west of Lakeview.

The roadway construction begins at the Klamath Falls-Lakeview Highway at Five Corners and goes north 3.5 miles to a county road junction. The work consists of grading, drainage, a twelve-inch lime-treated base, and a double 0-30 oil mat 32 feet wide. The new roadway will be on essentially the same grade and alignment as the existing facility.

Three small drainage structures will be built: two within the limits of the proposed roadway construction and one on a parallel route one mile to the east. For simplicity and economy, all three structures will be of the same length (17 feet) and width (32 feet), and will consist of steel pile bents with treated timber bulkheads and precast concrete slab decks. Protective guardrail will be installed where necessary.

PURPOSE OF PROJECT

The purpose of the project is to widen an existing narrow facility; provide safe, convenient, all-weather service to the surrounding community; and thereby improve the transportation system of Lake County.

The existing roadway consists of a badly deteriorated oil mat 18 feet wide. It is essential that this road be reinforced and widened to carry present day and future traffic loads safely. The three wooden drainage structures being replaced are also narrow and badly deteriorated.

EXISTING ENVIRONMENTAL SETTING

The surrounding countryside is quite flat, with a very gentle downward slope that extends in a southeasterly direction. The proposed project is located along the westerly edge of the Thomas Creek floodplain. During spring runoff, most of this area is inundated or drainage channels are full. Much of the surrounding land is in agricultural use. Agricultural activities include hay, grain and livestock.

Idaho Loop Road is a farm-to-market, school bus, mail, and log hauling route and provides access to timber and recreation areas in the Fremont National Forest. The 1972 traffic counts on the section to be improved show a minimum ADT of 90 vehicles and a maximum ADT of 200.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most significant impacts of the proposal will be in the added safety and convenience for the road user and, for the county, reduced maintenance costs.

The proposed widening will require some additional right-of-way, which will consist of a strip of land approximately five feet wide that extends along the easterly side of the existing facility from county road 2-19-C north approximately 1,700 feet. The land to be acquired is farmland, all of it under one ownership. The amount of farmland taken out of production will not be significant, nor will any buildings, residential units, or people be displaced. All access points will be restored at their present locations or will be relocated by agreement with property owners. There are no utility conflicts with the exception of one telephone pole that will be relocated.

The proposal was approved by other agencies in the A-95 review process August 14, 1972, and it was determined that the proposed project "is of essentially limited local impact and presents no conflict with existing State plans."

All necessary pollution control methods will be used during the course of the project to ensure that the surrounding environment areas in the Fremont National Forest. The 1972 traffic counts on the section to be improved show a minimum ADT of 90 vehicles and a maximum ADT of 200.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most significant impacts of the proposal will be in the added safety and convenience for the road user and, for the county, reduced maintenance costs.

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The proposal was approved by other agencies in the A-95 review process August 14, 1972, and it was determined that the proposed project "is of essentially limited local impact and presents no conflict with existing State plans."

All necessary pollution control methods will be used during the course of the project to ensure that the surrounding environment will remain unimpaired. Federal, State, and local regulations concerning air and water quality will be enforced. Temporary and permanent methods of pollution control will be used to prevent waste or deleterious materials from remaining in the construction area or the surrounding farmlands. Protective measures will be taken so that harmful materials will not be transported by the various drainage and overflow channels to streams containing constant water flows.

There will be no significant changes in traffic patterns, traffic volumes, or average vehicle speeds. Therefore, it is not anticipated that there will be any significant change in the ambient air quality, and comments will not be solicited from the air pollution control authority, the Department of Environmental Quality.

In accordance with Policy and Procedure Memorandum 90-2, paragraph 4(a) the proposed project is exempt from the noise standard criteria, as it will not increase traffic noise levels.

There are no public park and recreation facilities or registered historical sites affected by the proposed project, nor are there any wildlife nesting or feeding grounds that will be adversely affected.

Lake County will offer the opportunity for a public hearing and, if a hearing is requested, the County will hold one.

Due to a probable lack of use, bicycle trails or footpaths will not be provided.

There will be minor inconvenience to the traveling public while the roads are closed intermittently during construction; however, detour routes will be available during these periods of closure. Adequate barricades, signing, and flagging will be provided for the temporary direction and protection of traffic.

BASIS FOR NEGATIVE DECLARATION The proposed project, though not extensive in nature, is an important element in Lake County's program of providing a safe transportation system. The benefits of the finished project will outweigh any temporary inconveniences to road users; and the detrimental environmental impacts, if any, will be insignificant.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway
Division

Concur____________________________ Date________________________
Division Engineer

RHP:bb
Attach.

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
H. S. Cox
Carl Williams

MEMO TO FILES

March 20, 1974

Re: New Idaho School Loop Road
FAS 19-106 & 19-107
Lake County

Lake County has decided to construct only the three bridges on this project for now.

We are requesting that the bid opening for these bridges be moved from April 25 to May 23, because the right-of-way is not clear as yet.

Another question has also come up. The County has just requested that the length of the bridges be increased to 32 feet.

County will send us a letter regarding this request.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County & City Unit

HR:ljt

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
C. G. Swenson
H. G. Brainerd, Region 4

Lake

MEMO TO FILES

February 20, 1974

Re: New Idaho Loop School Road Sect.
FAS 19-106 & 19-107
Lake County

In a telephone conversation with Commissioner George Carlon yesterday morning, the following points were agreed upon:

1. County will construct the approaches and connections to the three bridges.
2. The guardrail for the approaches is to be furnished as part of the contract and installed by the county.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County & City Unit

HR:ljt

cc: L. H. Young
W. J. Hart
J. H. Versteeg
C. G. Swenson
Carl Williams, Region 4

☑ ENGR. ☑ ASST. ☑ DE ☑ AE ☑ UE
☑ UPE ☑ CE R RE ☑ RPE ☐

Robert H. Prange
fas 19-106 & 19-107

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Bend, OR 97701
February 20, 1974

FROM: **Harold G. Brainerd**
Regional Right of Way Supervisor

SUBJECT: **New Idaho School Loop Section**
FAS 19-106 - FAS 19-107

TO: **MEMO TO THE FILE**

Resident Engineer Dunn advises that the Lake County Board of Commissioners still wish to proceed with the acquisition of right of way on this section. Due to project cost, they wish now to only construct the structures on the project; however, the right of way is to be acquired for future construction.

Harold G. Brainerd
Regional Right of Way Supervisor

HGB:eh

cc J. B. Boyd
Robert H. Prange, Rural Engineer
County-City Section

RECEIVED
COUNTY & CITY SECTION
FEB 22 1974
☑ ENGR. ☑ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

#8027

fro 19-1064 19-107

Board of Commissioners
Lake County
STATE OF OREGON
LAKEVIEW, OREGON 97630

GEORGE CARLON **GEORGE JACKSON** **DON FITZGERALD**

February 12, 1974

1 J
2 Terpin T
3 Scott
R. Olson
Trout R
SECTION

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sy:

Due to the increase in projected costs for the New Idaho Loop Project, the Commissioners have indicated that I forward to you a letter stating that at this time they wish to only construct the three (3) structures on the project.

If you need additional information to start the paper work, please give me a call.

Thank you very much for your assistance in this matter.

Very truly yours,

Jerald R Steward

JERALD R. STEWARD
Assistant

JRS/mcc

Copy to:- L.H. Young
Walt Hart
Ken Chatwood
J.H. Verstaeg ✓
Swanson
Carl Williams
Reg IV
E.J. Dunn
Reg IV

2/19/74
Str. only contract, Only roadwork will be
Temp. Prot. & Direction of Traffic
T. R

2-20-74
Reynoldson checking on R/W needs.
S.

REFERRED TO

Cole
Reed
1 Eriksen BE 2 Semple
Heger
Watson
[✓ Return] ☐ [✓ Forward] ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

FAS.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Bend, OR 97701

February 12, 1974

FROM: Harold G. Brainerd
Regional Right of Way Supervisor

SUBJECT: New Idaho School Loop Section
FAS 19-106 - 19-107

TO: Robert H. Prange
Rural Engineer
County-City Section
405 State Highway Building
Salem, OR 97310

E. J. Dunn has advised that Lake County wishes to proceed with the acquisition of right of way on subject section. Mr. Dunn is having his survey crew make the necessary centerline ties to a section corner, so that legal descriptions can be written, and is also showing the necessary right of way limits on the detail map which you forwarded to him. This data is expected from Mr. Dunn's office shortly.

Harold G. Brainerd
Harold G. Brainerd
Regional Right of Way Supervisor

HGB:eh

cc J. B. Boyd

RECEIVED
COUNTY & CITY SECTION
FEB 14 1974
☑ ENGR. ☑ SUPR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Lake Co
FAS 19-106, 19-107

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, OR 97701
February 1, 1974

FILE:

FROM: Harold G. Brainerd
Regional Right of Way Supervisor

SUBJECT: New Idaho School Loop Section
FAS 19-106 - FAS 19-107

TO: Robert H. Prange
Rural Engineer
County-City Section
405 State Highway Building
Salem, OR 97310

Attached is the original copy of an agreement signed by the Lake County Board of Commissioners and authorizing the State Highway Division to acquire the necessary rights of way on the west unit of the New Idaho School Loop Section, FAS 19-106 and FAS 19-107. The agreement further authorizes the Highway Division to perform any necessary engineering work for the preparation of legal descriptions.

As I advised you by teletype this date, the Board of Commissioners is undecided as yet whether to proceed with this project, due to increased costs. Mr. Stuart, Administrative Assistant to the Commissioners, advised that he would notify me next week whether we should proceed or not. If Mr. Stuart indicates a clearance on this project, I will contact Resident Engineer E. J. Dunn, so that he can make necessary field ties for the preparation of legal descriptions.

Harold G. Brainerd
Regional Right of Way Supervisor

HGB:eh
Attachment

cc J. B. Boyd
Carl Williams

RECEIVED
COUNTY & CITY SECTION
FEB 5 - 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Oregon State Highway Division
Salem, OR 97310

Gentlemen:

Please be advised that it is the desire of the Lake County Board of Commissioners to have the Oregon State Highway Division, Right of Way Section, acquire any necessary rights of way needed for the reconstruction of the west unit of the New Idaho School Loop Section, FAS 19-106 and FAS 19-107.

It is understood that the necessary rights of way will be acquired in the name of Lake County and that all costs incurred will be paid by Lake County. The costs shall include land and any other necessary expenses in the rights of way transactions and wages and expenses incurred by State Highway Division personnel in their acquisition.

This letter will also authorize the Oregon Department of Transportation to complete any necessary work necessary for the preparation of legal descriptions for the acquisition of rights of way.

LAKE COUNTY BOARD OF COMMISSIONERS

George Carlon
George W Jackson
Don Fitzgerald

Date Jan 28, 1974

RECEIVED
COUNTY & CITY SECTION
FEB 5 - 1974
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Fas 19-106 & 19-107
Lake Co

.c: J. F. Putnam, Region 4

PHONE 378-6514

December 4, 1973

Mr. Gerald Stewart
Administrative Assistant
Courthouse
Lakeview, Oregon 97630

Dear Mr. Stewart:

Enclosed are two items which I promised to send concerning the New Idaho School Loop Section of FAS 19-106 & 19-107.

1. Two copies of a draft negative declaration for your review and comment. Please return one of the two copies with your remarks and/or additions. We will then put it in its final form for FHWA approval.

2. A copy of a typical letter for your use regarding a public hearing. Please contact the property owners, explain the project and, if you receive no objections and no requests for a formal public hearing, send us a letter similar to the enclosed copy.

In the matter of acquiring the right-of-way for the project by donation, the Federal Highway Administration has advised that, in such cases, even though an owner donates his property for right-of-way purposes, he must still be offered in writing fair market value for his property. In your case, where the right-of-way is being donated and the owners are receiving new fencing in lieu of cash payment, we feel that the county, in order to protect itself, should get a signed letter of agreement from the owners involved, stating that they have been offered fair market value for their property and that they agree to donate their property for right-of-way purposes and that they will accept new fencing in lieu of cash payment.

If you have any questions or need additional help please call or write.

Very truly yours,

H. S. Cox
County and City Engineer

By: Robert H. Prange
Rural Engineer

RHP:ljt
Encl.

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE R ☒ [illegible] ☐

Nov. 29, 73

Section West Unit New Hope School Loop

Highway FAS 19-106 & 19-107

County Lake

Kind of Work Grading, Oiling and Structures

Project Alltoment $

Project Length

Completion Time

FA Project No.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 461,747.—

Anticipated Additional Items:

Flagging (State Share) . . . . . $
Slide Correction . . . . .
Railroad Protective Costs. . . . .
Other Railroad Costs . . . . .
Permanent Signing . . . . .
Permanent Pavement Striping. . . . .
Stage Construction Striping. . . . .
Temporary Erosion Control. . . . .
Install Truck Scale Mechanism. . . . .
Truck Scale House . . . . .
Install Temporary Traffic Signals. . . . .
Install Water Meter. . . . .
Furnish Water. . . . .
Laboratory Fees. . . . . [illegible]
Furnish Mail Box Posts . . . . .
Pipe Bedding Materials . . . . .
On the Job Trainees. . . . .
State Responsibility for Damages . . . . .
Adjust Utilities . . . . .
Seeding

$ 3,800.—

$ 465,547.—

Contingencies (4-1/2%) 20,949.62

Engineering (7 %). 41,651.27

TOTAL $ 528,153.89

Credit for . . . . . $

Estimated Net Authorization, Construction. . . . .

West Unit

Nov. 29, 73

New Idaho School [illegible] Section

Grading, Oiling & Structure

Estimate

	Unit	Quant	[illegible]	Amount
Mobilization	All	All	Lump [illegible]	22,000
Temporary Protection and Direction of Traffic	[illegible]	[illegible]	[illegible]	20,000
Temporary Signs				
Temporary Barricades				
estimated all items				
Flagmen				
ROADWORK				
Removal of Structures and Obstructions	[illegible]	[illegible]	[illegible]	2,000
Embankment in Place	[illegible]	5400	1.60	57,360
Gravel Embankment in Place	[illegible]	25,000	1.30	17,500
Trench Excavation	[illegible]	430	6	5,5[illegible]
Finishing Roadbed and Slopes	[illegible]	5.31	1,500	7,965
Watering	[illegible]	540	4	2,160
Lime Treated Subgrade	[illegible]	[illegible]	1.10	1,910
Lime for Treated Subgrade	[illegible]	[illegible]	30	[illegible]
3/4"-0 Aggregate in Prime Coat	[illegible]	1060	3.50	[illegible]410
Asphalt in Prime Coat	[illegible]	230	65	14,[illegible]
12-inch Culvert Pipe	[illegible]	[illegible]	6.60	[illegible]
15-inch Culvert Pipe	[illegible]	40	7.50	300
18-inch Culvert Pipe	[illegible]	[illegible]	9	2,100
24-inch Culvert Pipe	[illegible]	200	11	2,200
30-inch Culvert Pipe	[illegible]	25	13.60	340

West Unit

Nov. 29, 73

New Idaho School Loop Section

Grading, Oiling & Structures

Estimate

	Unit	Quant	Unit Price	Amount
15-inch Irrigation Pipe	Lin Ft	10	7^{50}	75—
18-inch Irrigation Pipe	Lin Ft	70	8^{50}	595—
24-inch Irrigation Pipe	Lin Ft	20	12^{00}	240—
Guard Rail, Type 2A	Lin Ft	65	7^{50}	4875—
Guard Rail End Piece, Type B	One	13	40—	520—
Extra for Prime Coat Approaches	One	35	75—	2625—
Salvaging and Re-laying Pipe	Lin Ft	20	6—	120—
Salvaging and Reinstalling Headgates	One	3	150—	450—
Roadside Seeding and Mulching	Acre	Included in		
Setting Mail Box Posts	One	10	35—	350—
Structures				
3 Structures			Lump sum	41,000—

Lake Co
FAS 19-106 & -107

Board of Commissioners
Lake County
STATE OF OREGON
LAKEVIEW, OREGON 97630

GEORGE CARLON GEORGE JACKSON DON FITZGERALD

November 27, 1973

RECEIVED
COUNTY & CITY SECTION
NOV 29 1973
☑ ENGR. ☑ COOR. ☐ SE ☐ AE ☐ [illegible]
☐ BPE ☐ CE ☒ [illegible] ☐ BPE ☐

Mr. Harold Reynoldson
Rural Program Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: New Idaho School Loop Road
FAS 19-106 and 19-107
Lake County

Dear Mr. Reynoldson:

Enclosed is a map showing two (2) material sources and the site for the stockpile for crushed rock for the New Idaho Loop Project.

Item #1 is the N½N½SE¼NE¼ of Section 12 of T 38 S, R 19 EWM, which is a 10-acre tract under the ownership of Lake County. Item #2 is the NW¼ and E½SW¼ of Section 24 of T 38 S, R 19 EWM, which consists of 236 acres in private ownership owned by George Jaska. Any negotiations for materials from this source are to be negotiated with Mr. Jaska directly.

Item #3 circled on the map is the area known as Five Corners, and this will be the site of the crushed rock. The amount of crushed rock is minimal and will be delivered at the contractors request and stockpiled at this area.

If a clarification of the enclosed material or additions to it are required, please contact this office.

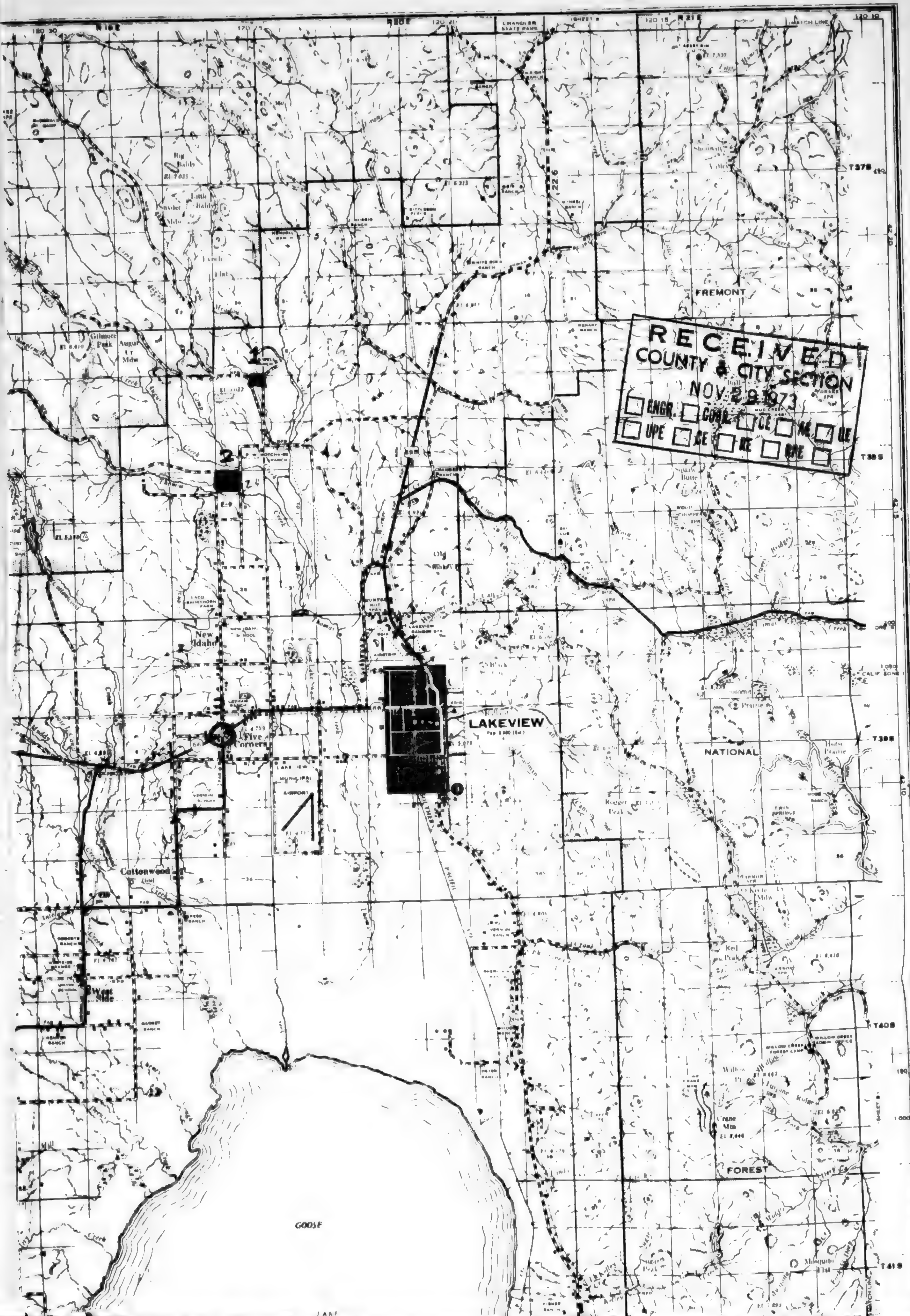
Very truly yours,

Jerald R. Steward

JERALD R. STEWARD
Assistant

JRS/mcc
Enc.

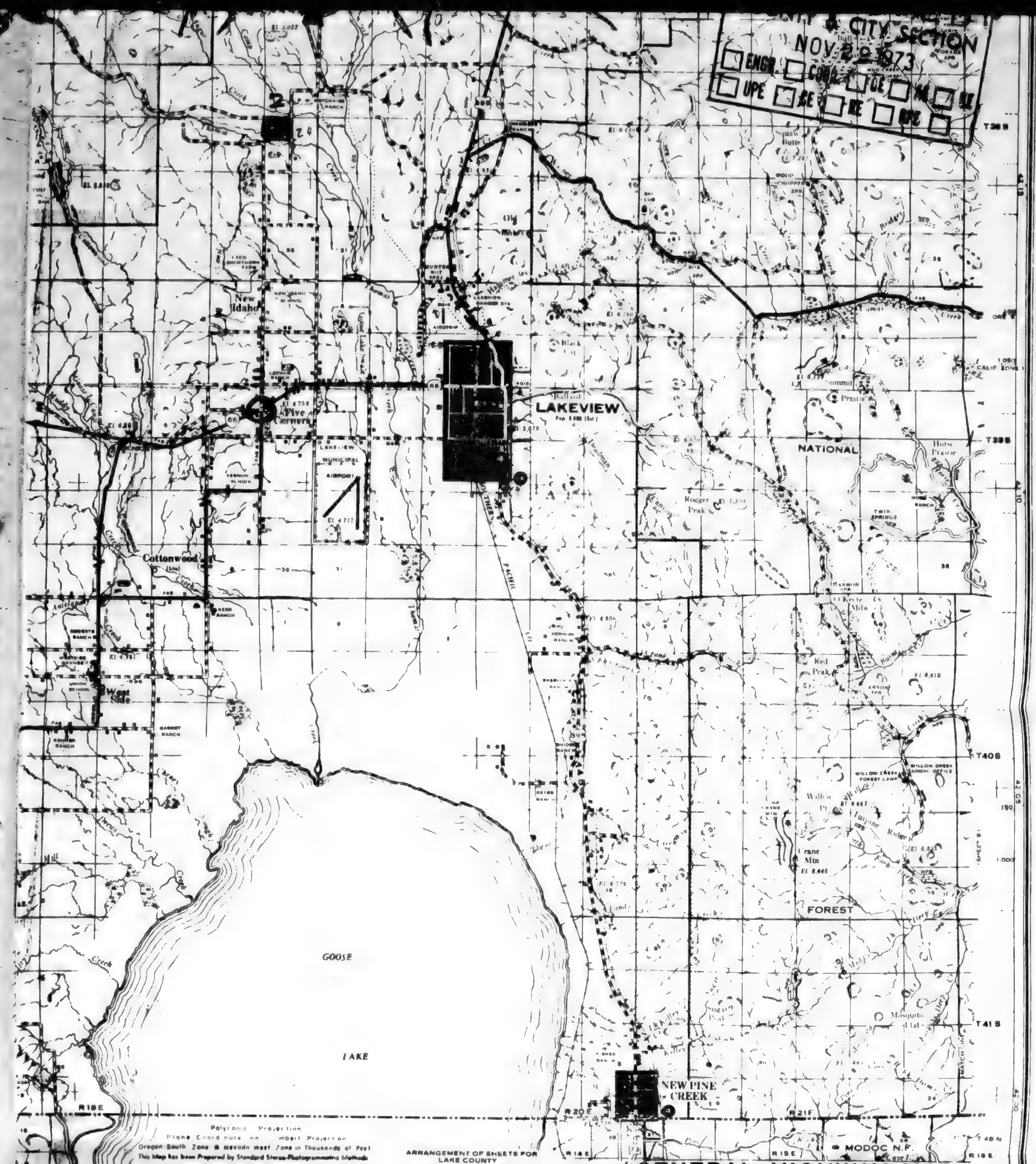
Copy to :- Frank Tonjum
C.G. Swanson



R19E
R20E
R21E
120 30
120 25
120 20
120 15
120 10
CHANDLER STATE PARK
MATCH LINE
Big Baldy
Little Baldy
Snyder Mdw
Gilmore Peak
Augur Cr Mdw
1
2
3
4
226
395
FREMONT
NATIONAL
FOREST
T37S
T38S
T39S
T40S
T41S
Squaw Butte
HUNTER HOT SPGS
LAKEVIEW RANGER STA
AIRSTRIP
New Idaho
Five Corners
140
66
LAKEVIEW
LAKEVIEW MUNICIPAL AIRPORT
Cottonwood
West Side
Rogger Peak
Red Peak
Crane Mtn
Mosquito Flat
PACIFIC
GOOSE
LAKE
ORE
CALIF

RECEIVED
COUNTY & CITY SECTION
NOV 29 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE
☐ UPE ☐ SE ☐ RE ☐ RPE ☐ ☑ UE

& CITY SECTION
NOV 29 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ SE
☐ UPE ☐ CE ☐ RE ☐ OPE ☐


LAKEVIEW
Pop 3 260 (Est)
NATIONAL
FOREST
GOOSE
LAKE
NEW PINE CREEK
New Idaho
Five Corners
Cottonwood
West Side
LAKEVIEW MUNICIPAL AIRPORT
Black Cap
Rogger Peak
Red Peak
Crane Mtn
Willow Pt.
Sugar Hill
Horse Prairie
Twin Springs
T39S
T40S
T41S
T48N
R19E
R20E
R21E
R15E
R16E
MODOC N.F.

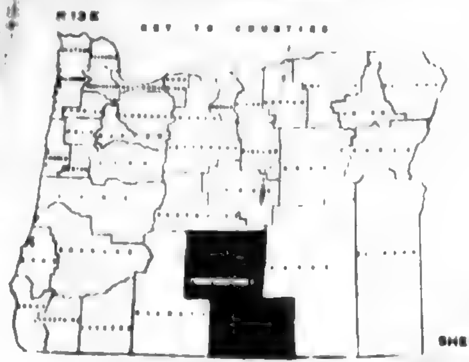
Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon South Zone & Nevada West Zone in Thousands of Feet
This Map has been Prepared by Standard Stereo-Photogrammetric Methods
(MT DIABLO BASE AND MERIDIAN)

NK—GAS TANK
ANGE —INCINERATOR
K PILE SITE
T — QUARRY

E
ATE MP-MUNICIPAL MP-PRIVATE
LE AP-ATHLETIC GC-GOLF
ORT EC-EQUESTRIAN
E TRACK

TION
OKOUT TOWER

ION


R13E
KEY TO COUNTIES

Population of Lake County, 1959 Census
7,260

ARRANGEMENT OF SHEETS FOR LAKE COUNTY

1
2
3
4
5
6
7
8
9
10

ROADSIDE CULTURE AS OF 1958 AND 1959
SHEET 8 OF 10 MAP SHEETS AND 1 SUPPLEMENTAL SHEET
SEE SUPPLEMENTAL SHEET 3A 7A 8A FOR ENLARGED AREAS
3 LAKEVIEW AND VICINITY
4 NEW PINE CREEK

GENERAL HIGHWAY MAP
LAKE COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
1959
SHEET 8

APPROVED AUGUST 1, 1960

FAS 19-106
& 19-106
Lake Co

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
August 16, 1973

SUBJECT: New Idaho School Loop
Survey No. 519-1480
Lake County

To: J. H. Versteeg
Road Design Engineer
SALEM

FROM: J. F. Putnam
Regional Engineer

Attached is a letter from the Board of Commissioners of Lake County advising us that they will not require asphalt coating on any of their culverts on subject project. We can also close the section of the road while driving the piles during bridge construction.

It will be the contractor's responsibility for barricades and detour signs for these closures. They have verbally advised us that we can only close one bridge at a time.

JFP:mr

enclosure

cc: H. S. Cox
City-County Engineer
SALEM
E. J. Dunn
~~Frank Torpin~~
~~C G Swopson~~

RECEIVED
COUNTY & CITY SECTION
AUG 17 1973
☑ ENGR. ☐ COOR. ☐ CE ☐ A.E ☐ UE
☐ UPE ☑ CE ☐ RE ☒ RPE ☐

Board of Commissioners
Lake County
STATE OF OREGON
LAKEVIEW, OREGON 97630

GEORGE CARLON GEORGE JACKSON DON FITZGERALD

August 6, 1973

FAS 19-106
19-107

Mr. E. J. Dunn
Resident Engineer
Oregon State Highway Department
Klamath Falls, Oregon 97601

Dear Mr. Dunn:

This is to advise you that Lake County will not require asphalt coating on any of the culvert in the New Idaho Loop project.

We also have no objections for road closure for driving piling during bridge construction on the project. However, it will be the contractors responsibility for barricades and to furnish detour signs.

Thank you very much for your assistance in helping us accomplish this worthwhile project.

Very truly yours,

LAKE COUNTY BOARD OF COMMISSIONERS

George E. Carlon

George H. Jackson

Don Fitzgerald

RECEIVED
COUNTY & CITY SECTION
AUG 17 1973
☑ ENGR. ☑ COOR. ☑ UE ☒ RE ☑
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

mcc

Copy:- John Oaks
RN Chase
CG Swenson
J.F. Putnam

August 9, 1973

Mr. Evert Lawson
Lake County Roadmaster
Courthouse
Lakeview, Oregon 97630

Dear Evert,

Enclosed are three sets of maps showing the detour plan to be used during construction of the three structures in the New Idaho School Loop Section of FAS 19-106 and 19-107. You will note that there are two detour plans; one to operate when the two westerly bridges are constructed, and the second to be used when the bridge on the easterly leg is being built.

If you approve of the detour plans please have the Board of Commissioners sign in the spaces provided and return one approved set to this office. Keep the other two sets for your records.

Very truly yours,

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

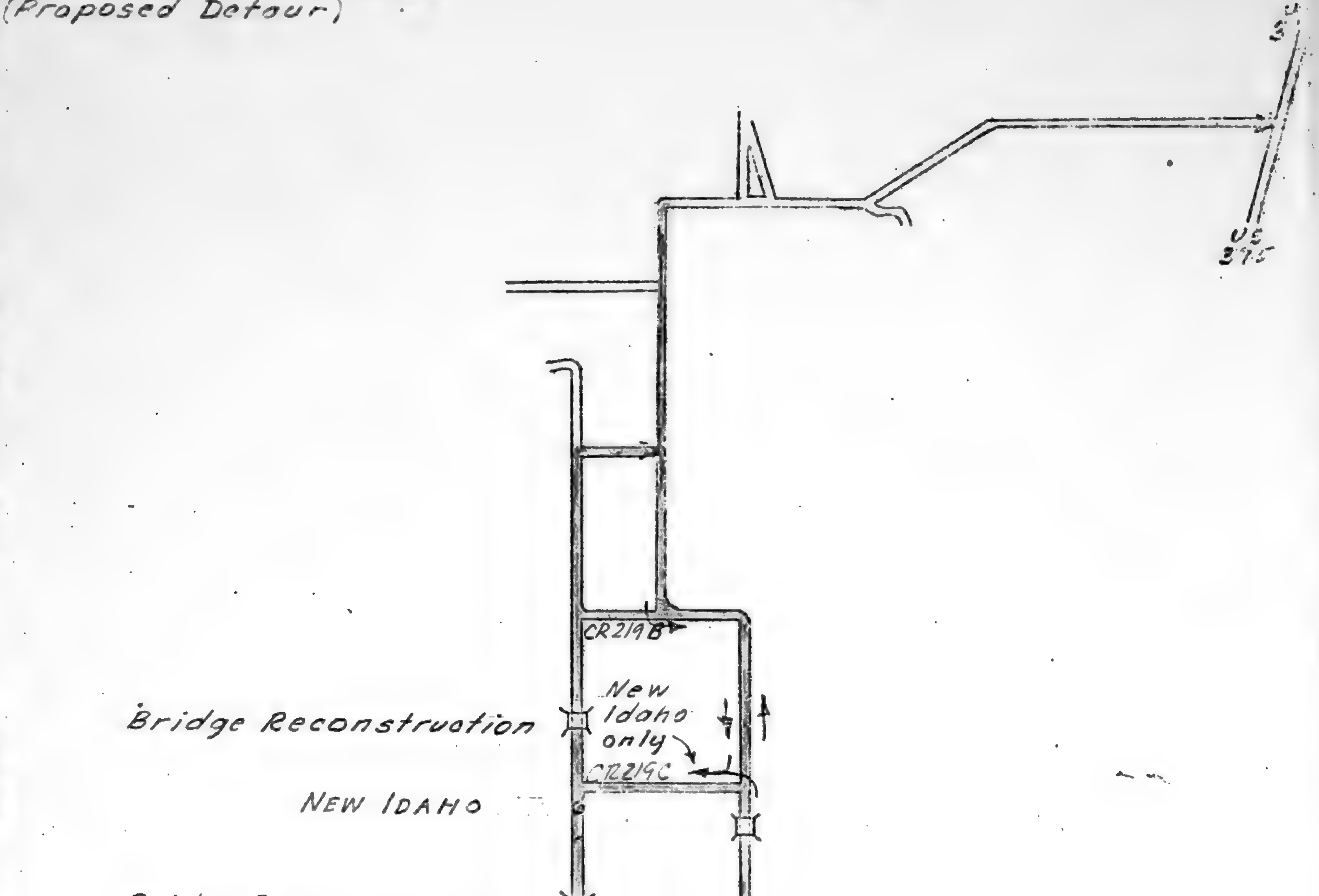
RHP:ljt

Encl. (3)

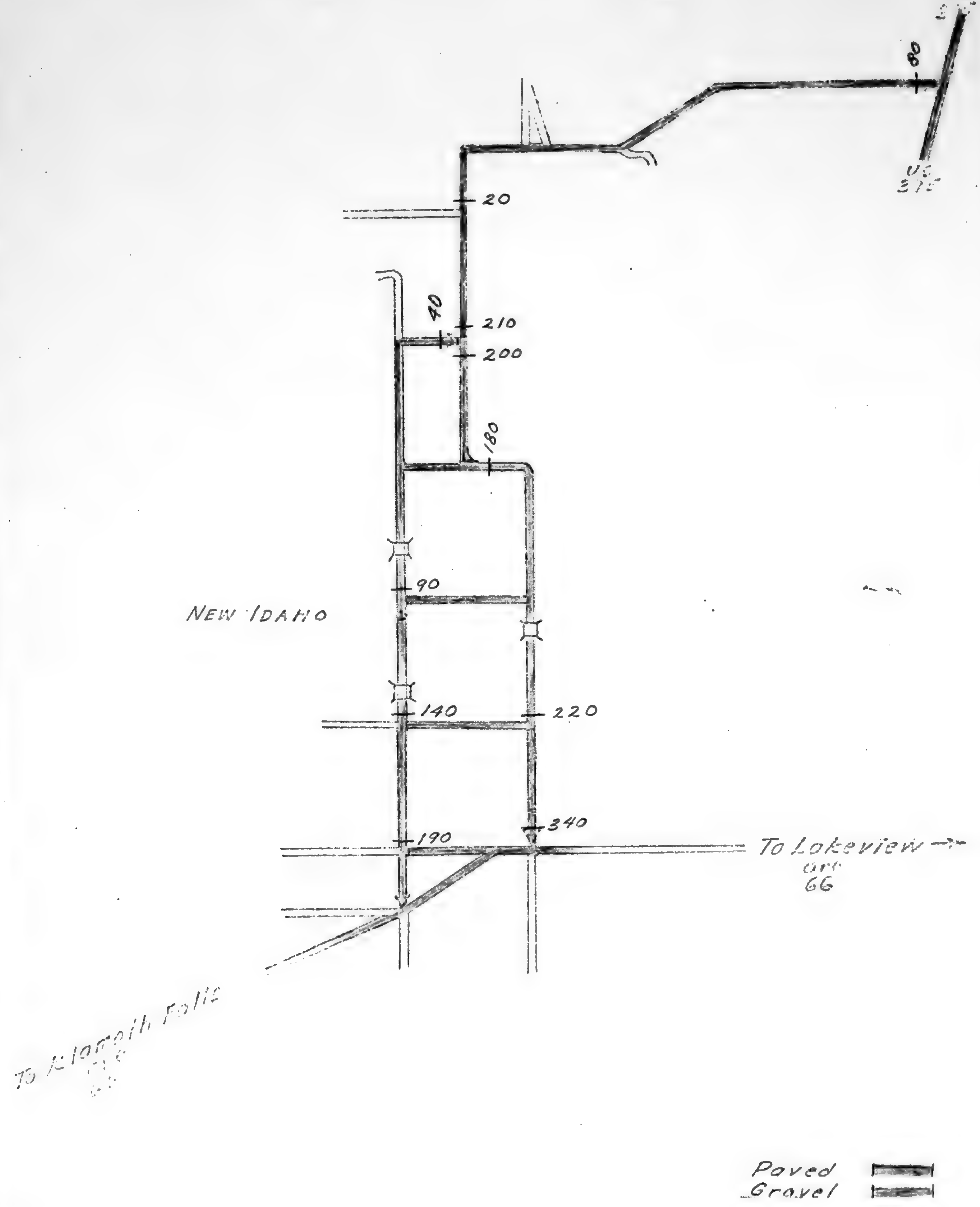
Approved Copy to
L.L. Wallace 8-21-73
RHP

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RFE ☐

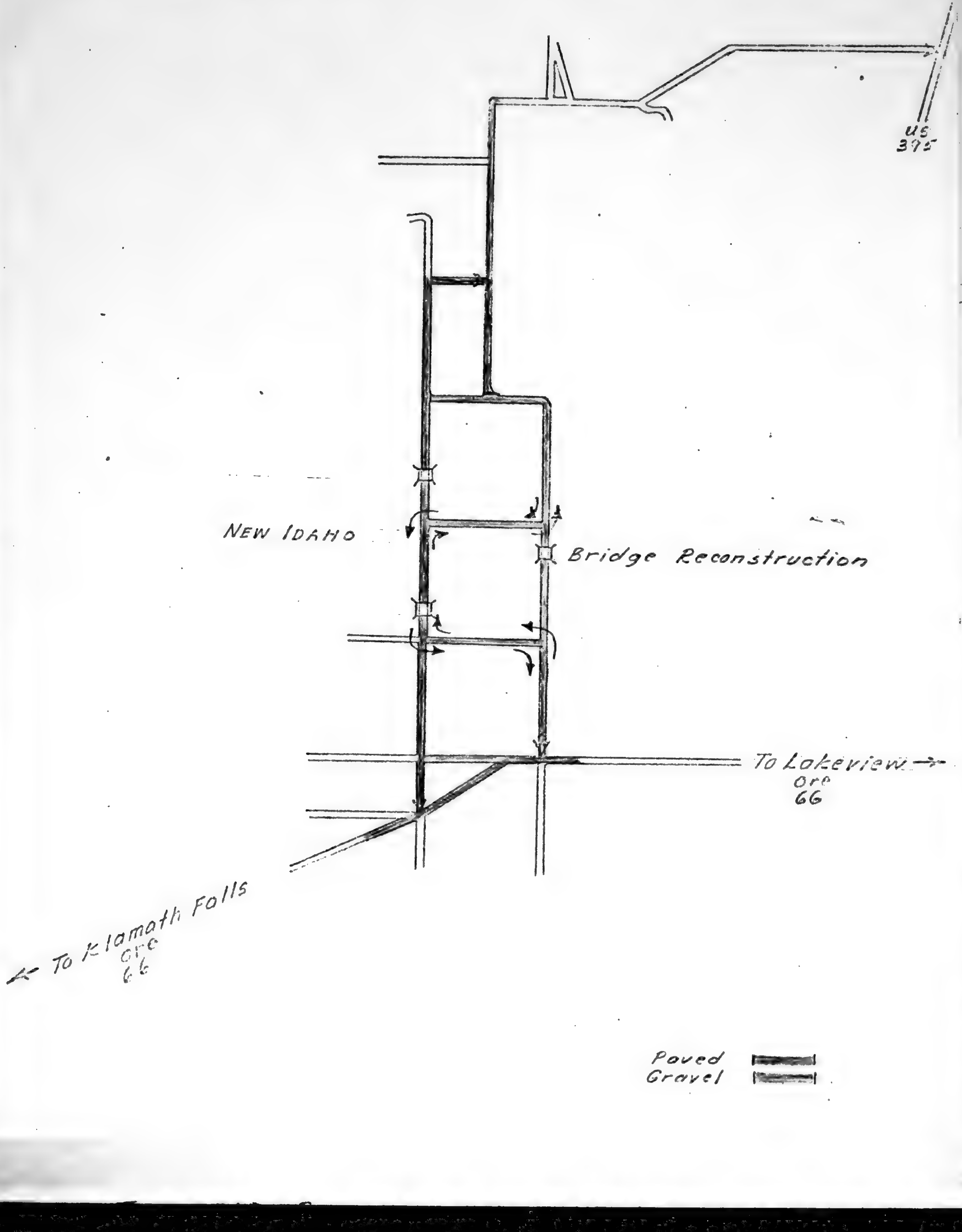
New Idaho school Loop
(Proposed Detour)


US
US 395
CR219B
New Idaho only
Bridge Reconstruction
CR219C
NEW IDAHO
Bridge Reconstruction
CR219D
CR219E
To Lakeview → Ore 66
← To Klamath Falls Ore 66
Paved
Gravel

New Idaho School Loop
(Average Daily Traffic)


U.S.
80
U.S.
395
20
40
210
200
180
90
NEW IDAHO
140
220
340
190
To Lakeview →
Ore
66
To Klamath Falls
Ore
66
Paved
Gravel

New Idaho School Loop
(Proposed Detour)


US 395
NEW IDAHO
Bridge Reconstruction
To Lakeview →
Ore 66
← To Klamath Falls
Ore 66
Paved
Gravel

#8027

INT 8-

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
DAN CALLAGHAN, Chairman
ALLAN L. KELLY, Member
J. PAT METKE, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

August 9, 1973

cc's sent August 13, 1973

E. S. Hunter
L. H. Young
W. J. Hart
W. H. Tebeau
George Wills
C. G. Swenson
F. E. Terpin
J. F. Putnam (2)

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

The Game Commission has completed its review of your preliminary plans for the new Idaho School Loop Section (FAS19-106 and 19-107). We do not anticipate significant adverse impacts to fish and wildlife or their habitat.

If we may be of any further assistance, please call us.

Sincerely,

Rollie Rousseau

Rollie F. Rousseau
Assistant Chief
Environmental Management Section

cc Fish Commission of Oregon

✓ Versteeg ✓
Terpin
Scott
Swenson
R. Olsen

RECEIVED
AUG 16 1973
ROAD DESIGN SECTION

Approval ☐
Other

#8027

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon, 97701
August 7, 1973

SUBJECT: Barrow Sources
New Idaho School Loop
FAS 19-106 and 19-107
Lake County

To: J. H. Versteeg
Design Engineer
SALEM

FROM: J. F. Putnam
Regional Engineer

BY: Robert C. Pool
Regional Maintenance Engineer

Attached is a letter from Regional Geologist, R. J. VanCleave which concerns the search Lake County has made for the needed barrow materials on the New Idaho School Loop Section.

The County does not own a suitable barrow source and have requested that we write the specifications to require the contractor to obtain their own barrow source.

Please have the specifications revised to effect this change.

RCP:pw
Enc.

Versteeg ✓
A. Olson
Copy Tarpin
Scott
Copy Swenson
R. Olson
Trout

RECEIVED
AUG 8 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receive Keep
Do not File
Return To
Bring Up
Other

FORM E-30

B

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon, 97701
August 3, 1973

SUBJECT: Barrow Sources
New Idaho School Loop
FAS 19-106 & 19-107
Lake County

To: J. F. Putnam
Regional Engineer

R J Van Cleave

FROM: R. J. VanCleave
Regional Geologist

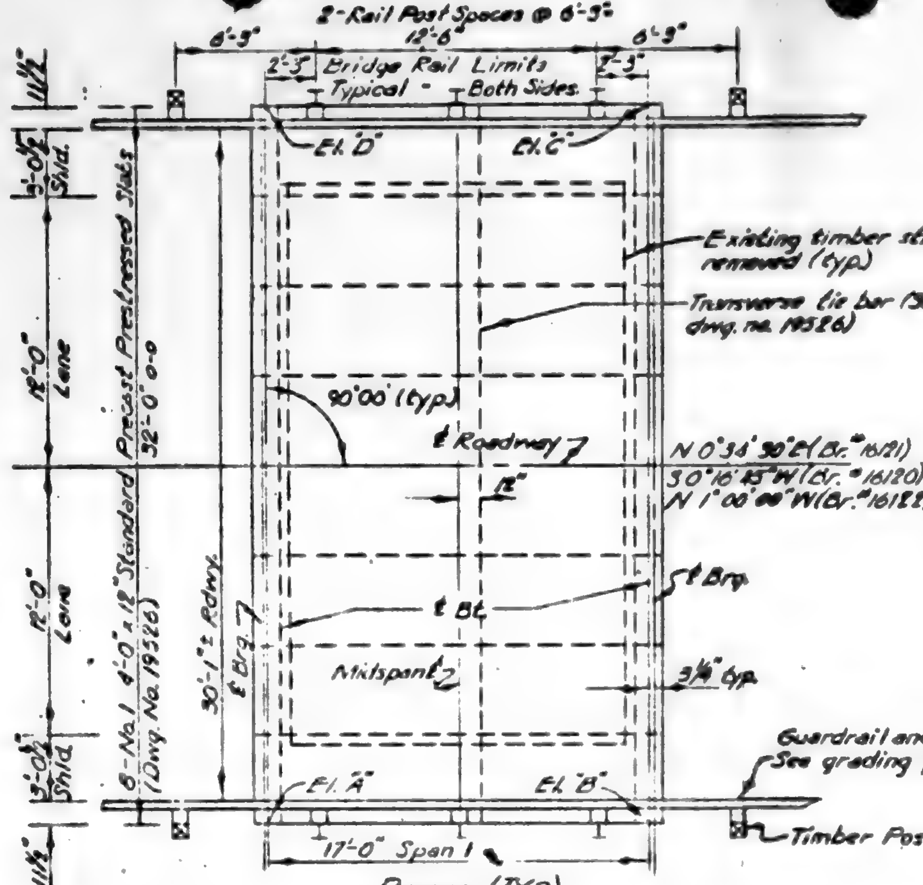
Some 62,000 yds. of barrow for embankment in place and additional granular material (dirty gravels) for lime treated base is needed on this project.

Field reconnoissance work was done in the area to locate a site. This work included contacting Mr. Evertt C. Lawson, Lake County Roadmaster, in regard to any County controlled source. It is felt that on FAS projects it is beneficial if the County furnish their own source. They do own ten acres to the North of the project, but surface investigation indicated doubtful quantity of gravels. The County then contacted a couple of property owners in the adjacent area to obtain a lease on their gravels. In fact, they did obtain a lease with some difficulty on one site (Jaska), but unintentionally put the Oregon Highway Division name instead of Lake County on the lease, thus making it illegal. It was sent back to the County and then word was received from Mr. Lawson that they wished for the contractor to obtain their own barrow source.

This information should be made available to Salem so that it can be put into the specials.

A copy of this letter and the attached sketch map is being sent to E. J. Dunn so that information on possible material sites may be made available to any contractors interested in the project.

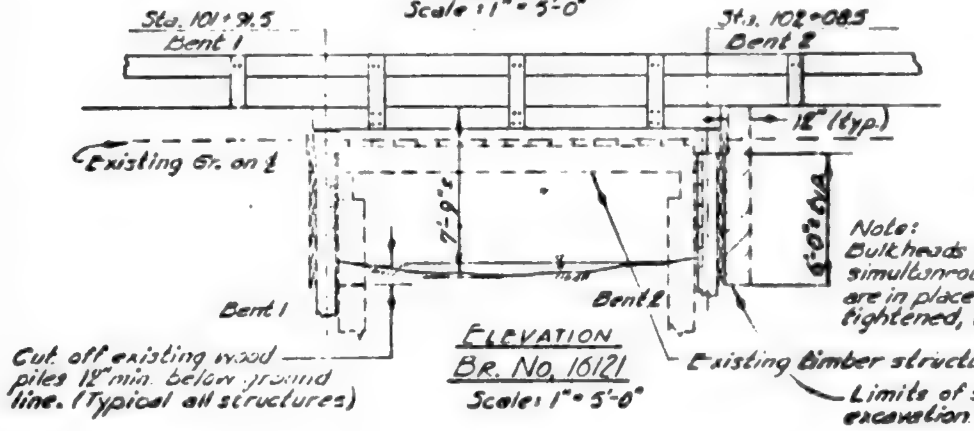
RJV:pw
Enclosure
cc: E. J. Dunn


2-Rail Post Spaces @ 6'-3" = 12'-6"
6'-3"
6'-3"
2'-3"
2'-3"
Bridge Rail Limits Typical - Both Sides.
1'1½"
3'-0½" Shld.
El. "D"
El. "C"
Existing timber structure - To be removed (typ.)
Transverse tie bar (See dwg. no. 19326)
12'-0" Lane
Precast Prestressed Slabs 32'-0" o-o
90°00' (typ.)
℄ Roadway
N 0°34'30"E (Br. No. 16121)
3 0°16'45"W (Br. No. 16120)
N 1°00'00"W (Br. No. 16122)
12"
12'-0" Lane
℄ Brg.
℄ Bt.
30'-1" Rdwy.
℄ Brg.
Midspan ℄
3¼" typ.
8-No.1 4'-0" x 18" Standard (Dwg. No. 19326)
3'-0½" Shld.
El. "A"
El. "B"
Guardrail and posts See grading plans (typ.)
1'1½"
17'-0" Span 1
Timber Post (typ.)

PLAN (TYP)
Scale: 1" = 5'-0"

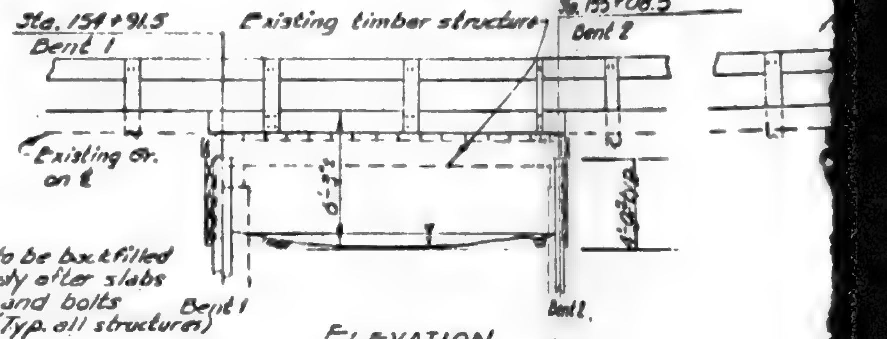
Br. No.	Elevations "A"	"B"	"C"	"D"
16120	4756.14	4756.13	4756.13	4756.14
16121	4780.90	4780.95	4780.95	4780.90
16122	4786.05	4786.12	4786.02	4786.05

Elevs. shown are top of concrete slab @ ℄ of ℄ 16' Lt & Rt of roadway ℄, 9/16" below finished grade.


Sta. 101+91.5
Bent 1
Sta. 102+08.5
Bent 2
12" (typ.)
Existing Gr. on ℄
7'-9"±
5'-0" ± Ave.
Bent 1
Bent 2
Cut off existing wood piles 12" min. below ground line. (Typical all structures)
Existing timber structure
Limits of structural excavation (typ. all structures)

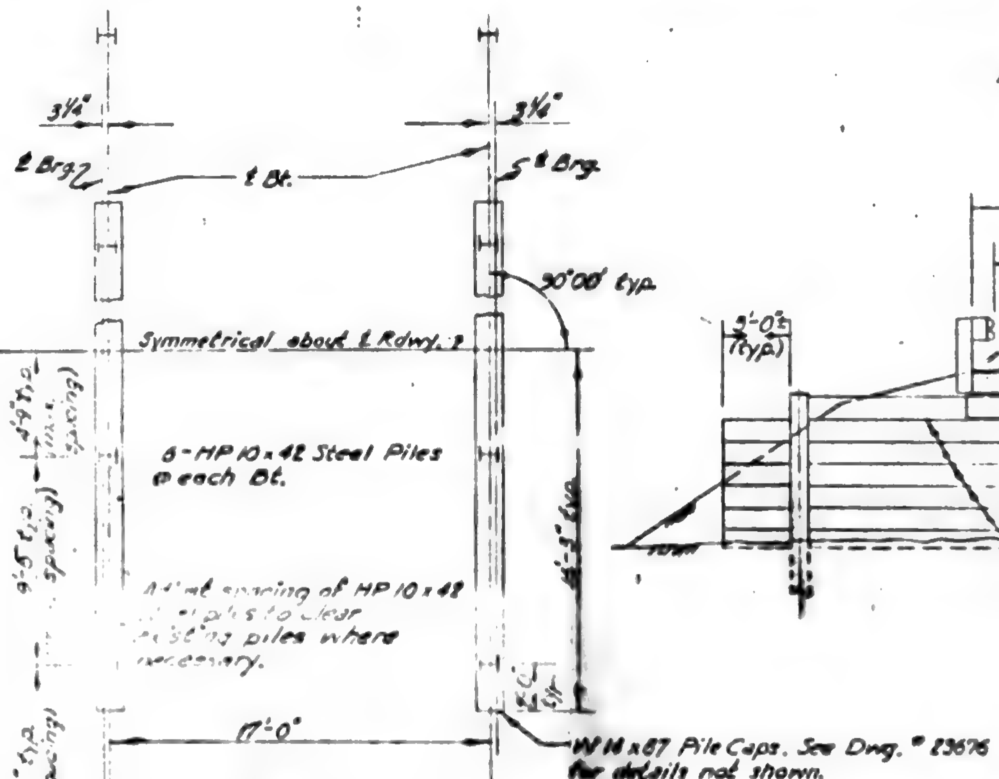
ELEVATION
Br. No. 16121
Scale: 1" = 5'-0"

Note:
Bulkheads to be backfilled simultaneously after slabs are in place and bolts tightened. (Typ. all structures)

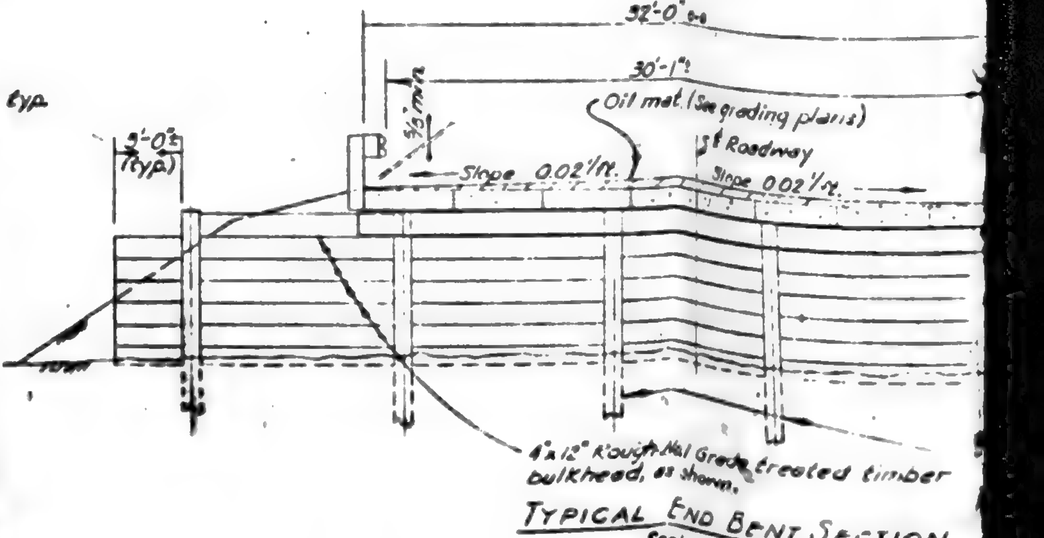

Sta. 154+91.5
Bent 1
Existing timber structure
Sta. 155+08.5
Bent 2
Existing Gr. on ℄
6'-3"±
4'-0" ± Ave.
Bent 1
Bent 2

ELEVATION
Br. No. 16122
Scale: 1" = 5'-0"

Note:
For details not shown, see accompanying dwgs.


3¼"
3¼"
℄ Brg.
℄ Bt.
℄ Brg.
90°00' typ.
Symmetrical about ℄ Rdwy.
5'-9" ± (max. spacing)
9'-5" typ. (max. spacing)
6-HP 10x42 Steel Piles @ each Bt.
Adjust spacing of HP 10x42 steel piles to clear existing piles where necessary.
9'-5" typ.
9'-5" typ. (max. spacing)
17'-0"
W 14 x 87 Pile Caps. See Dwg. No. 23676 for details not shown.

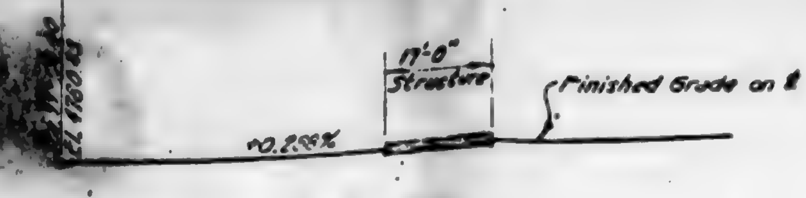
TYPICAL
FOOTING PLAN
Scale: 1" = 5'-0"


32'-0" o-o
30'-1"
Oil mat (See grading plans)
℄ Roadway
3'-0" (typ.)
Slope 0.02'/ft.
Slope 0.02'/ft.
4"x12" Rough Nat. Grade treated timber bulkhead, as shown.

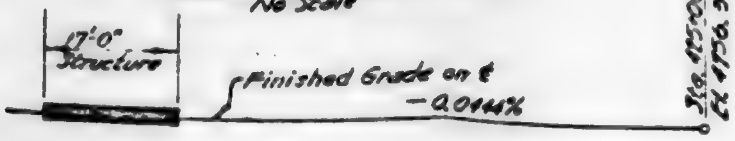
TYPICAL END BENT SECTION
Scale: 1" = 5'-0"

RECEIVED
COUNTY & CITY SECTION
JUL 17 1973
☑ [illegible] ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☒ RPE ☐

ADVAN
JUL
DO NOT USE FO

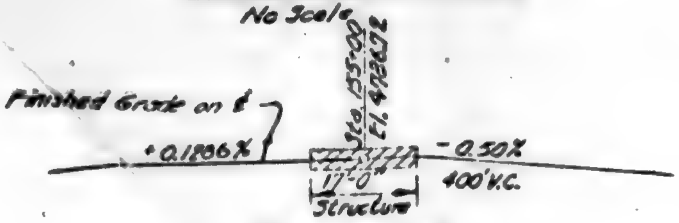

17'-0"
Structure
Finished Grade on ℄
+0.288%
El. 4180.83

Br. No. 16121
Grade Line Diagram
No Scale

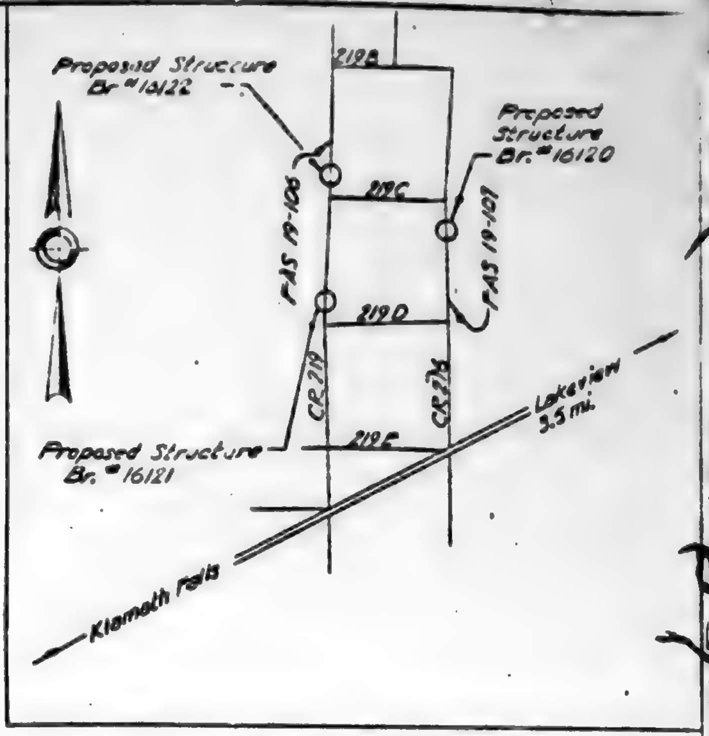

17'-0"
Structure
Finished Grade on ℄
-0.0144%
Sta. 1502.00
El. 4176.72

Br. No. 16120
Grade Line Diagram
No Scale

ADVANCE PLANS
JUL 11 1973
DO NOT USE FOR CONSTRUCTION


Finished Grade on ℄
+0.1806%
Sta. 155+00
El. 4178.72
-0.50%
400'V.C.
17'-0"
Structure

Br. No. 16122
Grade Line Diagram
No Scale


Proposed Structure Br. No 16122
219B
Proposed Structure Br. No 16120
FAS 19-106
219C
FAS 19-107
219D
CR 219
CR 219
Lakeview 3.5 mi.
Proposed Structure Br. No 16121
219E
Klamath Falls

Vicinity Map
No Scale

General Notes:

All material and workmanship shall conform to specifications for highway construction of the Oregon State Highway Commission

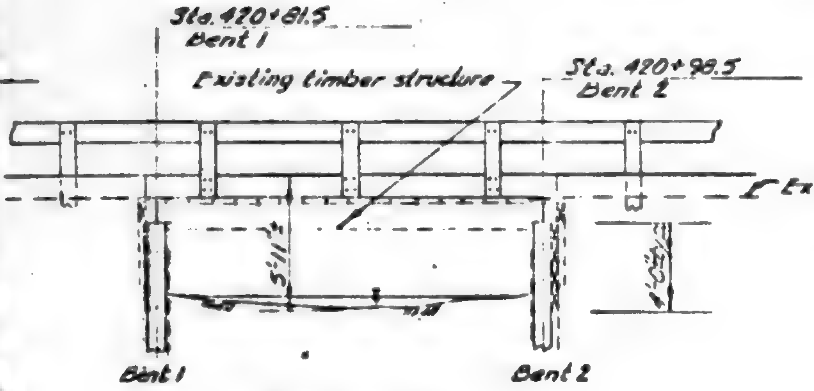
Bridge designed for HS 20-44 loading with 50#/ft² allowance for future wearing surface.

Precast prestressed concrete shall be in conformance with prestressed beam or slab detail dwg. no. 19526.

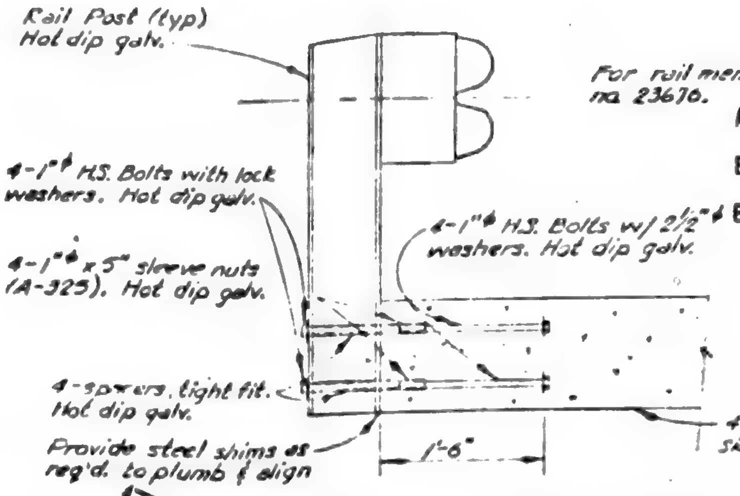
All timber shall be rough Douglas Fir No. 1 structural plank, pressure treated as per Spec.

All piles shall be HP 10x42 steel piles driven to 40 tons bearing per pile.

Galvanizing shall be in conformance with AASHO M 111.


Sta. 420+81.5
Bent 1
Existing timber structure
Sta. 420+98.5
Bent 2
Existing Gr. on ℄
5'-1½"
Bent 1
Bent 2

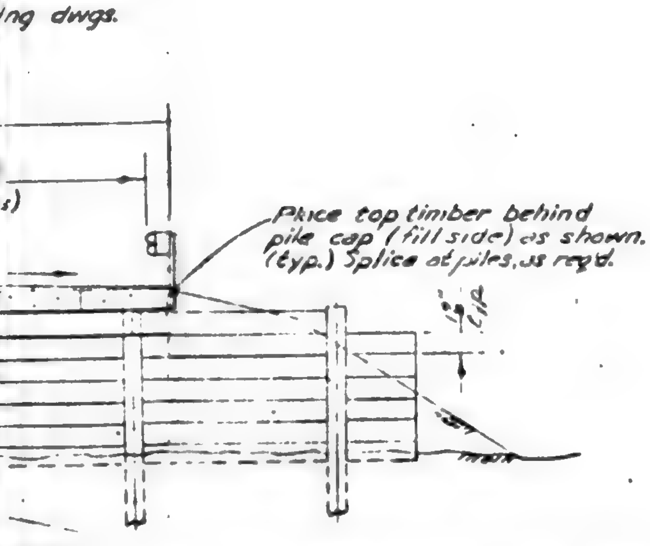
Elevation
Br. No. 16120
Scale: 1" = 5'-0"


Rail Post (typ) Hot dip galv.
4-1"φ H.S. Bolts with lock washers. Hot dip galv.
4-1"φ x 5" sleeve nuts (A-325). Hot dip galv.
4-1"φ H.S. Bolts w/ 2½"φ washers. Hot dip galv.
4-spacers, tight fit. Hot dip galv.
Provide steel shims as req'd. to plumb & align
1'-6"
4'-0" x 12" exterior precast prestressed slab No. 1 (See Dwg. No. 19526)

Guardrail Detail (Typ. All Structures)
Scale: 1" = 1'-0"

For rail member & bolt details not shown, see dwg. no. 23676.

APPROVED August 1 19
BOARD OF COMMISSIONERS OF Lake COUNTY
BY George Carlon
COMMISSIONER
George W. Fink
COMMISSIONER
COMMISSIONER


ng dwgs.
s)
Place top timber behind pile cap (fill side) as shown. (typ.) Splice at piles, as req'd.
timber
6 - HP10x42 Steel Piles @ each Bent (typ) Pile tip reinforcement not req'd.
CTION

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COUNTY & CITY SECTION
AUG - 6 1973
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

APPROVED	OREGON STATE HIGHWAY DIVISION BRIDGE SECTION
BRIDGE ENGINEER	NEW IDAHO SCHOOL LOOP BRIDGES NEW IDAHO SCHOOL LOOP SECTION FAS 19-106 & 19-107 LAKE COUNTY
ASS'T. STATE HIGHWAY ENGINEER	PLAN, ELEVATION & GENERAL DETAILS
	DATE 7-1-73 BRIDGE NO 16120, 21, & 22 SHEET 1 OF 6
DESIGNED SHS CHECKED: FP DRAWN SHG CAL BOOK 1456	ACCOMPANIED BY DWGS 23676, 19526, 2120, 2120A, 2120B DRAWING NO. 29214

fas 19-106 + 19-107
Lake Co

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 6, 1973

TO Mr. H. S. Cox
County-City Engineer

Attention Mr. Harold Reynoldson

FROM L. L. Wallace
L. L. Wallace
Bridge Design Engineer

SUBJECT New Idaho School Loop Section
FAS 19-106 and 19-107
Lake County
Bridge 16120-1-2

Attached are two sketches of the proposed detour and a sketch showing the average daily traffic count for the roads near the proposed bridge reconstruction sites.

The County has indicated in their FAS-C project request that the roads cannot be closed during construction, through traffic can be detoured and no new detour need be constructed. These items do not appear to be consistent.

We submit that constructing detours or using stage construction for the structures is economically unfeasible due to the simplicity of rerouting traffic over existing streets.

Would you please approach the County and request approval for our proposal so that we may complete the plans for temporary protection and direction of traffic.

JHW:dh
Attachment

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COUNTY & CITY SECTION
AUG - 8 1973
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

#8027

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 2, 1973

TO Memorandum to the File

Fred Eriksen

FROM Fred Eriksen, Design Team Supervisor

SUBJECT New Idaho School Loop Section
FAS 19-106, FAS 19-107
Lake County

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
S copy Swenson
R. Olson
Trout T

RECEIVED
AUG 2 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

The preliminary plans for this section were reviewed by Jim Putnam, Frank Terpin and myself on July 31 in the Final Design Section.

Revisions to the plans as proposed then and by phone August 1 will be made as follows:

1. Typical section is to be shown with a subgrade line. The existing roadway materials above subgrade are to be excavated and placed in embankments. Gravels from borrow are to be placed on the subgrade and treated with lime. Top width of the gravels are to be increased about four feet to accommodate the placement of future surfacing courses.

2. Concrete pipe option to be permitted generally in those installations not involving extensions.

3. Metal pipes are to be uncoated - Putnam will confirm the county's preference.

4. Borrow material is to be furnished by the contractor.

FE:jg
cc: J. F. Putnam
Fred Eriksen

July 18, 1973

Mr. Evert C. Lawson
Lake County Roadmaster
Courthouse
Lakeview, Oregon 97630

Dear Evert:

Enclosed are two prints of Drawing No. 29214 which is the advance detail drawing for the three structures (Brs. Nos. 16120-1-2) on the New Idaho School Loop Section of FAS Routes 19-106 and 19-107. These prints are being sent to you for review and approval. If approved by the Board of Commissioners, please return an approved print to this office.

Please note that the structures are composed of steel pile bents with treated timber bulkheads and a precast concrete slab deck; and that the same size and design fits all three locations. The Cost of the three bridges is estimated to be $50,000 including 20% engineering and contingencies.

Also enclosed for your information is a copy of the hydraulic report covering the reasons for the selection of small bridges at the three locations rather than pipes or box culverts.

If you have any question on this matter, please call or write.

Very truly yours,

For H. S. Cox
County and City Engineer

RHP:lat
Encl.

ENGR. ☑ ASST. ☑ OF ☐ AE ☐ [illegible]
[illegible] ☑ OF R [illegible] RPE

fas 19-106 & 19-107
Lake Co

Salem, Oregon

July 17, 1973

Mr. J. F. Putnam
Region 4 Engineer

L. L. Wallace
Bridge Design Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 17 1973
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

New Idaho School Loop Road Bridge
Brs. Nos. 16120-1-2
New Idaho School Loop Road
FAS 19-106 and FAS 19-107
Lake County

Enclosed are two prints of Drawing 29214 which is the advance detail drawing for the subject structure.

This project has been deferred from the previously scheduled bid opening date of ~~July 26, 1973~~ Later, due to right-of-way problems.

These prints are sent to you for a field review. Please return one set with your comments and/or corrections noted thereon. You may prefer to have Region personnel discuss the comments with the appropriate people in the Bridge Section office in Salem. If so, please advise as soon as possible and a meeting will be arranged.

KAK/ag
Encls.

cc J. E. Chidsey w/1 attach.
E. L. Hardt w/1 attach.
C. G. Swenson w/1 attach. plus estimate sheet (checked) and designers notes

cc County-City w/3 attachs. – Please take proper action to get County's approval of the final design drawings for the three bridges. Total cost of all the three bridges including 20% engineering and contingencies is estimated at $50,600.

fus 19-106
19-107
Lake Co

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

June 22, 1973

To: FILE

SUBJECT: Bridge Replacements (3)
New Idaho School Loop Road
County Roads 216 and 219
Lake County

New Idaho School Loop Road consists of two county roads, C.R. 216 and C.R. 219, which form a loop north of the Klamath Falls-Lakeview Highway about 3½ miles west of Lakeview. County Road 219 begins at Five Corners and goes north about 4¼ miles, then easterly one mile to County Road 216 which runs south about four miles to Highway 20 near the golf course. Two of the subject structures are on the west leg of the loop, No. 219-19 and 219-20; the third bridge, No. 216-13, is on the east leg of the loop.

The surrounding countryside is quite flat with a gentle downward slope in a southeasterly direction. The Loop Road, constructed on a low fill, acts as a dike, intersecting the natural drainage pattern. The fill was constructed of material excavated from borrow ditches along both sides of the road. These borrow ditches intercept the natural runoff and irrigation water and channel them across the road at the three subject bridges and other smaller culvert facilities. Farmers also divert water across the road at various locations as their irrigation needs dictate.

Loop Road is located along the westerly edge of the Thomas Creek flood plain. During the spring runoff most of this area is either inundated or drainage channels are full. The Thomas Creek channel, which has a very low capacity, will require substantial improvements before adequate drainage of this land is achieved. Winter and spring ice, prevalent in this area, tends to form and build up around the entrances of all drainage structures, thus further hindering proper drainage of the area. Channels leading into the three structures are very shallow and are narrower than the bridge openings; Bridge No. 216-13 has the only defined outlet channel and it is quite shallow. Outlet channels at the other two bridges are practically nonexistent. These structures could be more aptly described as overflow bridges. Channel flowline elevations are probably quite critical relative to the irrigation function of these channels. The flow depths during the highwater periods are about three feet at one bridge and two feet at the other two.

RECEIVED
COUNTY & CITY SECTION
JUN 26 1973
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☐ UF
☑ UPE ☑ CE ☒ RE ☑ RPE

Of the three alternate types of structures possible for replacement of these three bridges--culvert pipe, box culverts or bridges--bridges are most desirable and are recommended. Use of culvert pipes would require a multiple installation to maintain the same waterway area and flow characteristics and would create a definite problem during the period when ice forms. The box culvert alternate requires the use of a double box which would create the same problem with the ice; in addition, concrete aggregate in the area is of very poor quality, thus making good concrete scarce. Mr. Putnam, Regional Engineer, feels that the existing structures should be reconstructed with steel piles and precast, prestressed slab. This solution would not have the problems associated with the other two alternates. It has been recommended by the Watermaster in Lakeview, the Soil Conservation Service and the Lake County Roadmaster that the present waterway area at each structure not be reduced and existing flow line elevations be maintained to prevent erosion of the topsoil.

Because of the overflow function of the structures and the flood plain characteristics of the surrounding land, it is not possible to assign discharges or recurrence frequencies to these drainages. The history of these facilities indicates that they have been adequate. There has been no noticeable head differential from one side of the road to the other and velocities are, therefore, very slow.

Richard L. Lenz
Hydraulics Engineer

RLL:mc

cc Victor D. Wolfe
W. J. Hart
H. S. Cox ✓
J. H. Versteeg
J. F. Putnam

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
May 17, 1973

To: V. D. Wolfe
Location Engineer
SALEM

SUBJECT: New Idaho School Loop
Lake County
Prefix 519-1480
LOCATION DATA

FROM: J. F. Putnam
Regional Engineer

R. O. Havig
By: Richard O. Havig
Regional Design Engineer

Herewith the following data on subject location survey:

1 Roll	Detail Map
2 Rolls	Cross Sections
1 Roll	Working Profile
3 Books	Field Notes
2 Pads	Computations
3 Copies	Narrative Report
3 Copies	Locating Engineer's Statement
3 Copies	Summary of Quantities
3 Copies	Estimate Cost
3 Copies	Vicinity Maps

Shortened Section (3.5 Miles)

3 Copies	Trench Excavation and Pipe Summary
3 Copies	Miscellaneous Computations
3 Copies	Summary and Cost Estimate
3 Copies	Special Provisions

This survey was made for the purpose of planning an improved and widened surface on subject County road. The total length of this survey is 9.5 miles. The total estimates cost to widen and pave the 9.5 miles is $1,394,845. The County has $382,000 FAS funds available after they receive their next allotment. Therefore, the County requested that we shorten the length of the project and proceed to construct the three structures and as much road as their funds will allow, starting on the westerly leg at Five Corners (Station 11+00) and going in a northerly direction.

To CC 5/22/73

CARSTENSEN

We have worked up an estimate of costs between Station 11+00 and Station 196+00 (3.5 miles) which would complete the westerly side of the loop and end at a County road intersection, which provides a logical place to end. Using 20% for engineering and contingencies, our total cost would be $430,861.32, which is approximately $49,000 over the money available. If, after checking with Cost Analysis on our prices and lowering engineering and contingencies to the standard figure, we are still too high for the County to make up the difference, the job should be shortened on the northerly end, and the three structures should remain.

The surfacing for this section will be a double 0-30 oil mat, and the County will furnish the required aggregate to do this work. The contractor will just have to haul and place the aggregate. The County will also place the final surfacing with their own forces at a later date.

ROH:11

Enclosures

Note - A statement of material source and sketch map will be submitted at a later date.

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

John Day, Oregon
March 15, 1973

SUBJECT: Narrative Report
New Idaho School Loop
Lake County
Prefix 519-1480-901

To: Mr. J. F. Putnam
Region Engineer
Bend, Oregon 97701

The survey was made for the purpose of planning an improved and widened surface on subject County road. The road loops from and back to Highway No. 140 a few miles West of Lakeview. The total length of the survey was 9.5 miles. Total cost for widening and paving was $1,394,845.64 As $311,000.00 has been set up for the project at this time, a portion of it will have to be pulled out to be built. No attempt was made to do this here.

There are two right angle turns that are intersections with other county roads; one 20 degree, right angle, curve that is part of another intersection; and one 26 degree, right angle curve that is not. This is an existing curve within the existing right of way and it was not felt justified to make the drastic change necessary to flatten it.

The existing surface is, first, five miles of a badly deteriarated oil mat eighteen feet wide; second, three and one-half miles of pit run gravel; and third, one mile of asphalt cold mix twenty two feet wide.

The typical section calls for 24 feet of RC 800 wearing surface four inches thick, and for four foot shoulders. The base would be essentially one foot of lime treated pit run embankment material. For the first of the aforementioned sections, the existing surface would be treated with lime and widening and grade improvements made with the embankment materials. The second would be the same except that it may be necessary to raise the grade in case there is too much big rock immediately under the existing surface to allow for lime treatment. The existing pavement on the third section will be overlaid with the four inch RC 800 treatment. The shoulders will be widened and lime treated as above.

There are three existing wooden, sixteen foot, bridges which need replacing. County people state that the waterways should not be reduced. The problem of obtaining specification concrete in the area is said to be serious, For these reasons, precast slab bridges on steel piles and caps are recommended.

The existing roadbed was made from borrow ditches on the sides. The county people want these ditches filled as water stands in them. The excavation, mostly cutting off high spots, is 11,550 Cu.Yd. Embankment requirements, including the top one foot to be lime treated, are 158,681 Cu. Yd. This material, including the excavation, would be paid for as

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

John Day, Oregon
March 15, 1973

SUBJECT: Narrative Report Continued
Page two

To:

embankment in place. Tentative, county supplied, sources are available between 3½ and 7 miles, North of the project.

Drainage is a big problem on this project which cuts across a Southeastward flowing drainage pattern which has been much altered by field leveling and irrigation practices.

Most of the existing pipes should be extended, a few can be abandoned. Revising the ditches and widening the roadbed results in a need for new culverts under most of the approaches. The existing ones are mostly too close to the center line to be utilized. One 36" and one 48" pipe should be salvaged and moved outward. The smaller ones should be abandoned. The county and irrigation co-op people would like to have all irrigation and drainage culverts replaced with new half-circle or arch types. Asphalt coating is not recommended due to the claim that the reaction with local water tends to melt and wear it off. We have made no attempt to replace pipes as the costs would not be justified. The irrigation canal at right angles left of station 406 picks up waste water from the roadside borrow pits. It is possible that a problem may arise with the landowner if these are filled to the extent that his water supply is shut off.

The drainage at station 421 is forced to run South down the East roadway borrow pit. Originally, it ran straight East to Thomas Creek, a distance of about 3/4 mile from crossing. The natural channel was filled by the landowner several years ago under the auspices of "Land Improvement". There is still an irrigation ditch where the old channel was, but a headgate on the 48" culvert under the field approach on the left at station 421 must be closed or runoff water exteremely high before water will run down it. This water runs down East ditch of the roadway causing problems at other drainage structures to the South and eventually empties into the "Leman Bishop Ditch" which causes problems of its own at its intersection with State Highway No. 140 due to this added water. By extending the irrigation culverts, disruption of irrigation facilities would be kept to a minimum if the job is under contract during the irrigation season. If these are replaced, timing or agreement with the landowners would be important factors to consider.

No specific Right of way distances are defined and the existing fences are generally accepted to be the limits of the Right of way by mutual agreement between the county and the landowners. This Right of way varies considerly in width and in some places is quite narrow. There are four places where even a 1½:1 slope would not catch inside the fence

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

John Day, Oregon
March 15, 1973

SUBJECT: Narrative Report Continued
Page Three

To:

and the County Road Superintendant, Everett Lawson, indicated that he should be able to obtain the additional width required for the building of a new fence for the landowners in these areas. For the most part the fences are old and in poor condition. These areas are penciled on the detail map.

There are no utility conflicts anticipated with the exception of one telephone pole at the beginning of the job (Five Corners) that will have to be relocated.

3/4"-0 Material has been provided for the shoulders so that embankment material would not have to be pulled up level with the paving.

W E Hoffman
W. E. Hoffman
Resident Engineer

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: New Idaho School Loop
Highway: F.A.S. 19-106 & 19-107
County: Lake
Prefix: 519-1480

Res. Engr. E. J. Dunn
Approx. Length 9.5+ miles
Sta. 0+00 to **Sta.** 513+00+
Date 3-14-73

Mean Truck A.D.T. F.A.S. 19-106 12
Traffic Coefficient 5.7
18 kip s. a. per day 2.8
(1)

Annual Precipitation 19"+
Frost Penetration 36"±
CBE Total Requirement 19.0" FAS 19-106

Typical Soil

36	LL
18	PI
80	%P 10
40	%P 200
20	% Gravel
12	% C Sand
28	% F Sand
21	% Silt
19	% Clay
6	R Value
A-6	AASHO Classif.

Materials Source:

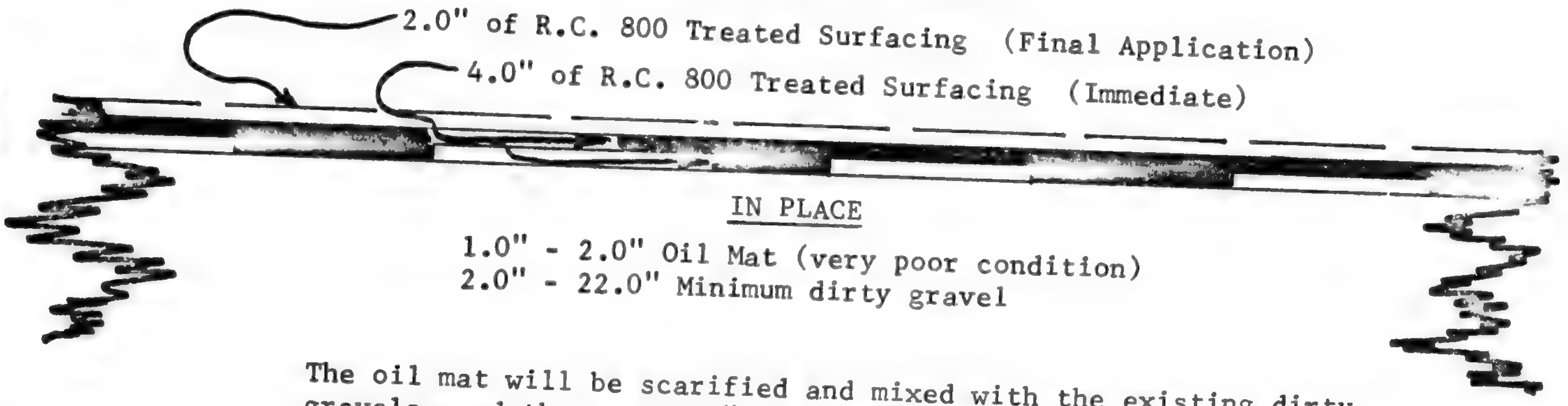
To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.5	2.0	R.C. 800 (F.A.)
7.0	4.0	R.C. 800 (I.)
12.0	12.0	L.T. Gravel
22.5	18.0	

STRUCTURAL SECTION

"NEW WORK"

Sta. 0+00 - Sta. 274+68+


2.0" of R.C. 800 Treated Surfacing (Final Application)
4.0" of R.C. 800 Treated Surfacing (Immediate)
IN PLACE
1.0" - 2.0" Oil Mat (very poor condition)
2.0" - 22.0" Minimum dirty gravel

The oil mat will be scarified and mixed with the existing dirty gravels, and the top 12.0" will be lime treated and utilized as the base course.

See Remarks on Page 4.

NOTED
E. S. HUNTER

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: New Idaho School Loop
Highway: F.A.S. 19-106 & 19-107
County: Lake
Prefix: 519-1480

Res. Engr. E. J. Dunn
Approx. Length 9.5± miles
Sta. 0+00 **to Sta.** 513+00±
Date 3-14-73

Mean Truck A.D.T. F.A.S. 19-107 107
Traffic Coefficient 8.0
18 kip s. a. per day 45.6

Annual Precipitation 19"±
Frost Penetration 36"±
CBE Total Requirement *18.5" FAS 19-107

(1)

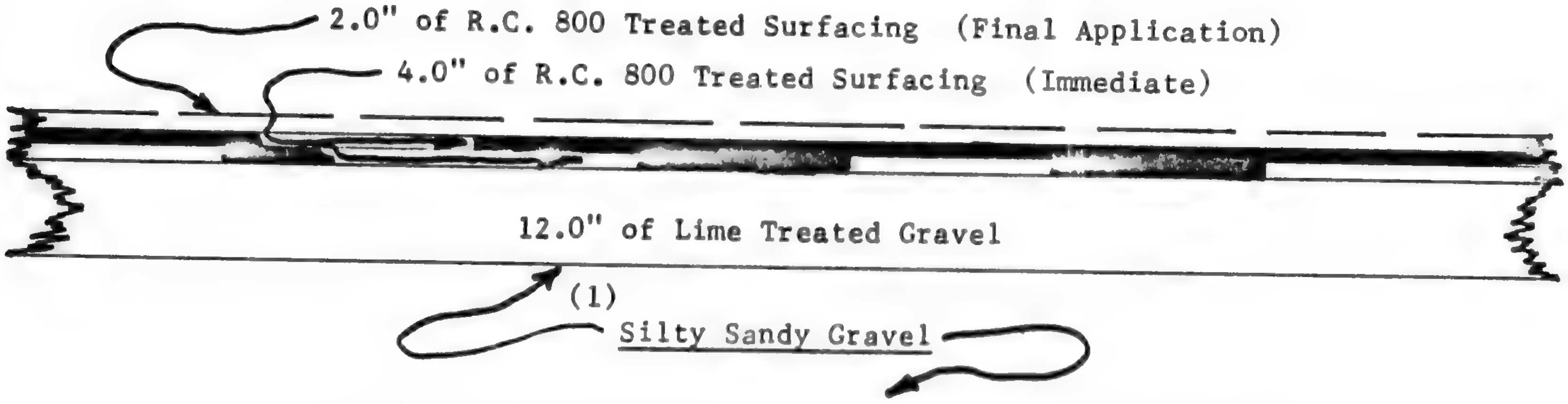
Typical Soil

35	LL
16	PI
34	%P 10
15	%P 200
66	% Gravel
10	% C Sand
9	% F Sand
9	% Silt
6	% Clay
52	R Value
A-2-6	AASHO Classif.

Materials Source:

Credit	*Actual Thick.*	*Component*
3.5	2.0	R.C. 800 (F.A.)
7.0	4.0	R.C. 800 (I.)
12.0	12.0	L.T. Gravel
22.5	18.0	

STRUCTURAL SECTION
"NEW WORK"
Sta. 274+68± - Sta. 457+00±


2.0" of R.C. 800 Treated Surfacing (Final Application)
4.0" of R.C. 800 Treated Surfacing (Immediate)
12.0" of Lime Treated Gravel
(1)
Silty Sandy Gravel

12.0" of Lime Treated Material to be placed over the existing gravelly roadway.

*Minimum for Traffic Classification

See Remarks on Page 4.

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 3

Section: New Idaho School Loop
Highway: F.A.S. 19-106 & 19-107
County: Lake
Prefix: 519-1480

Res. Engr. E. J. Dunn
Approx. Length 9.5± miles
Sta. 0+00 **to Sta.** 513+00±
Date 3-14-73

Mean Truck A.D.T. F.A.S. 19-107 107
Traffic Coefficient 8.0
18 kip s. a. per day 45.6
(1)

Annual Precipitation 19"+
Frost Penetration 36"+
CBE Total Requirement *18.5" FAS 19-107
*Minimum for Traffic Classification.

Typical Soil

See Page 2

- LL
- PI
- %P 10
- %P 200
- % Gravel
- % C Sand
- % F Sand
- % Silt
- % Clay
- R Value
- AASHO Classif.

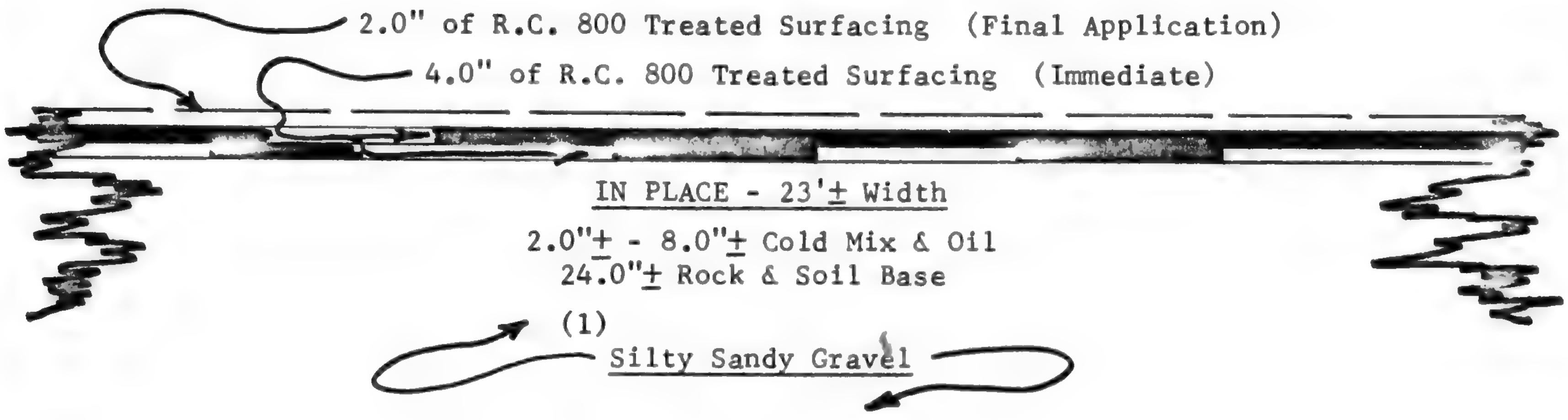
Materials Source:

Credit	Actual Thick.	Component
	2.0	R.C. 800 (F.A.)
	4.0	R.C. 800 (I.)

STRUCTURAL SECTION

EXISTING ROADWAY (Where Utilized)

Sta. 457+00± - Sta. 513+00±



2.0" of R.C. 800 Treated Surfacing (Final Application)

4.0" of R.C. 800 Treated Surfacing (Immediate)

IN PLACE - 23'± Width

2.0"± - 8.0"± Cold Mix & Oil
24.0"± Rock & Soil Base

(1)
Silty Sandy Gravel

For New Work see section on Page 2.

See Remarks on Page 4.

Submitted by ______________
Base Design Engineer

Recommended by ______________
Engineer of Materials and Research

Recommended by ______________
Location Engineer

Approved by Hunter
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: New Idaho School Loop

HIGHWAY: F.A.S. 19-106 & 19-107

COUNTY: Lake

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*

NONE

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period. Toward the end of this period, a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

The structural sections recommended for "Immediate" construction are considered adequate for the estimated frost penetration.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Treated Surfacing = 1.8" Aggregate Base
1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: New Idaho School Loop

HIGHWAY: F.A.S. 19-106

COUNTY: Lake

100 Present ADT (1972)

8.0 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	5	1.8	9	7	450	3,150
3	2	1.8	4	3	1000	3,000
4	0	---	--	--	1250	- - -
5	1	1.8	2	2	3180	6,360
6	0	---	--	--	2570	- - -
				12 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 12,510

TWENTY YEAR EWL 250,200

TRAFFIC COEFFICIENT 5.7

TRAFFIC ANALYSIS

SECTION: New Idaho School Loop
HIGHWAY: F.A.S. 19-107
COUNTY: Lake

380 Present ADT (1972)
215 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	4	1.6	6	5	450	2,250
3	43	1.6	69	56	1000	56,000
4	0	---	--	--	1250	- - -
5	35	1.6	56	46	3180	146,280
6	0	---	--	--	2570	- - -
				107	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 204,530
TWENTY YEAR EWL 4,090,600
TRAFFIC COEFFICIENT 8.0

SECTION: New Idaho School Loop
HIGHWAY: F.A.S. 19-106 & 19-107
COUNTY: Lake

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ____ Fair ____ Poor ____
   Remarks: None has been placed in the area.
5. Cost Comparisons: None made--See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers this type surfacing.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Traffic does not warrant the use of C.R.P.C.C.

MEMO TO FILES

May 9, 1973

Re: New Idaho School Loop Section
FAS 19-106 & 19-107
Lake County

E. J. Dunn, Resident Engineer in Klamath Falls, called this a.m. concerning the wishes of Lake County on the subject project.

State will let a contract to drain, grade and lime treat 3.4 miles of roadway on the westerly leg (FAS 19-106) and replace one structure on the easterly leg (FAS 19-107).

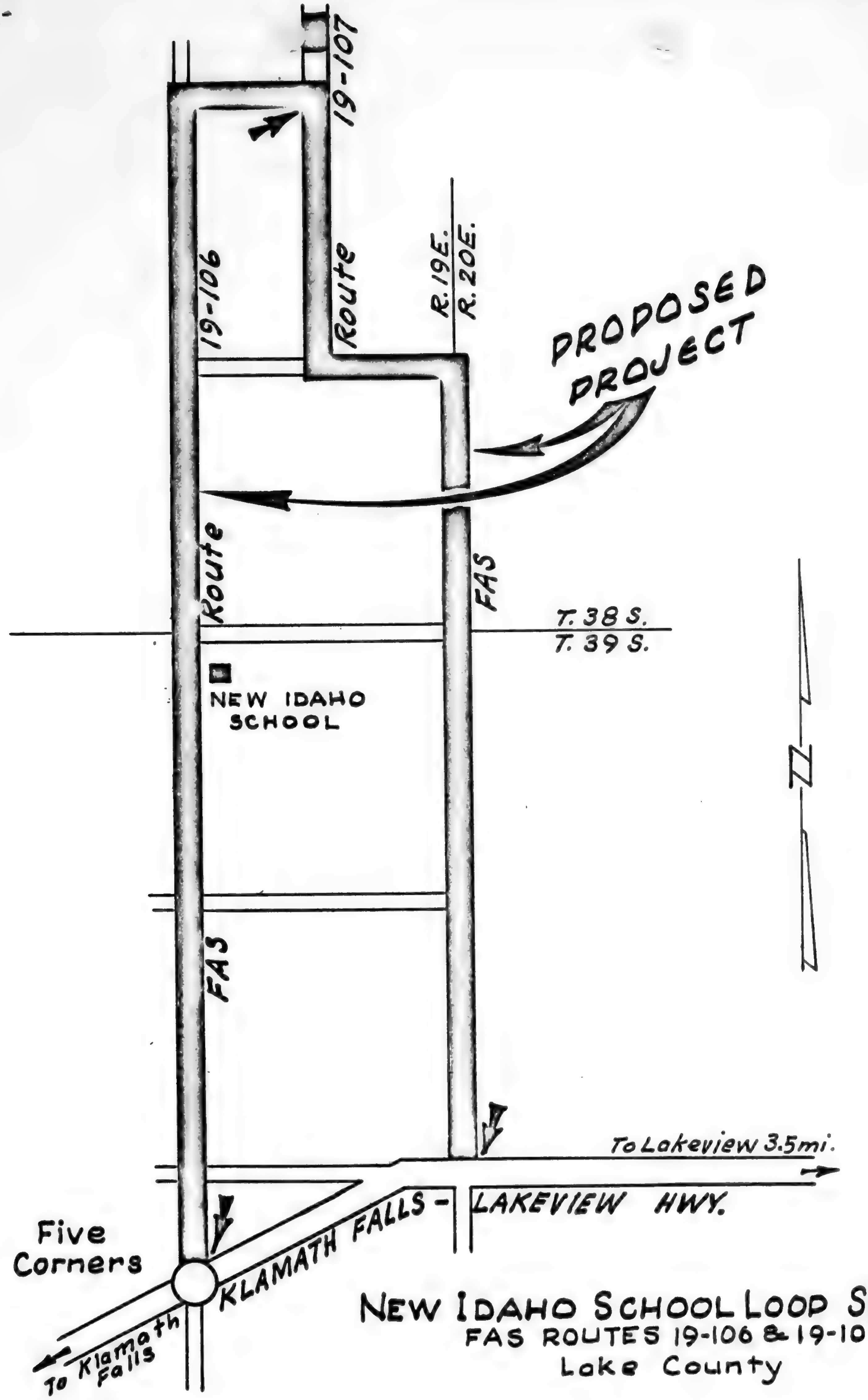
The County, after the contract is completed, will place the rock surfacing and pavement.

E. J. Dunn is confirming this by letter and is sending revised estimates.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

☐ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐


19-107
Route
R.19E.
R.20E.
PROPOSED PROJECT
19-106
Route
FAS
T.38 S.
T.39 S.
NEW IDAHO SCHOOL
FAS
N
To Lakeview 3.5mi.
KLAMATH FALLS - LAKEVIEW HWY.
Five Corners
To Klamath Falls

NEW IDAHO SCHOOL LOOP SECTION
FAS ROUTES 19-106 & 19-107
Lake County

FAS-C, Lake Co
FAS 19-106 & 107
OH

1859

EXECUTIVE DEPARTMENT

CAPITOL BUILDING • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON L. PENWELL
Director

August 14, 1972

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Re: New Idaho School Loop
PNRS #7208 2 260
Reply Date: Aug. 17, 1972

Dear Mr. Baldwin:

This is to acknowledge receipt of your Notice of Intent to file for Federal funds.

We have considered your proposal and concluded that it is essentially of limited local impact and presents no conflicts with existing state plans.

A copy of this letter should accompany your application to the Federal Agency as evidence of your having complied with OMB A-95.

Sincerely,

Cleighton Penwell

Cleighton Penwell

cc: August 16, 1972
G.L. Green, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
J.L. Gunter
J.F. Putnam

CP:ml

RECEIVED
COUNTY & CITY SECTION
AUG 17 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

BEN GIFFORD

RECEIVED
AUG 16 1972
PROGRAMMING SECTION

RECEIVED
AUG 18
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

FAS/CH

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 9, 1972

Executive Department
Federal Aid Coordination Unit
240 Cottage St., S. E.
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 11	New Idaho School Loop
	FAS 19-106 & 107
Federal Aid Secondary	Lake County

The estimated date of filing for federal-aid funds on this project is September 15, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By R. D. [illegible]
for
L. H. Young
Programing Engineer

Attachment

BLG:js

cc: G. L. Green, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
J. L. Gunter
J. F. Putnam

RECEIVED
COUNTY & CITY SECTION
AUG 10 1972
☑ ENGR. ☐ COOR. ☐ [illegible] ☐ [illegible] ☐ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐
R

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One

02 — 12] APPLICANT [45: State Highway Division — 46] DIVISION [79: Department of Transportation

03 — 12] APPLICANT ADDRESS STREET [45: State Highway Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 — 12] CONTACT PERSON [45: L. H. Young — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6596

01 — 12] PROJECT TITLE [71: New Idaho School Loop District 11

11 — 12] PROJECT LOCATION CITY [45: FAS 19-106 & 107 — 46] PROJECT LOCATION COUNTY [79: Lane

05 — 12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71: Conduct preliminary engineering, acquire right-of-way, grade, base, leveling,

06 — 12] approximately 8.5 miles to a roadway width of 32 feet. A hearing will be [71

07 — 12] offered if right-of-way is required. A negative declaration will be [71

08 — 12] prepared. No public recreation (4F) lands involved. This is a [71

09 — 12] Lake County project. [71

10 — 12] [71

12

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
186,600		62,200	62,200		311,000

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 — 12] FEDERAL PROGRAM TITLE [71: Title 23 U.S.C. Highways

15 — 12] FEDERAL AGENCY NAME [45: Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?						(D) REVIEW REQUIRED by A-95		(E) ENVIRONMENTAL IMPACT		(F) HOUSING RELOCATION REQUIRED	
STATE		REGIONAL		LOCAL							
Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
☒ 29	☐ 30	☐ 31	☐ 32	☐ 33	☐ 34	☒ 35	☐ 36	☐ 37	☒ 38	☐ 39	☒ 40

(See IV, Page 2)

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Sept. — 43] DAY [44: 15 — 45] YEAR [46: 1972

ADDI NAL INFORMATION — ALL APPLIC TS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) 20.205

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: August 9, 1972

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☒ Yes ☐ Date:

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY Highway & Lake County

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C) Federal-Aid Secondary Program

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN

VII. (a) Federal Congressional District(s) Number(s) 2

(b) State Representative District(s) Number(s) 60

(c) State Senatorial District(s) Number(s) 30

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

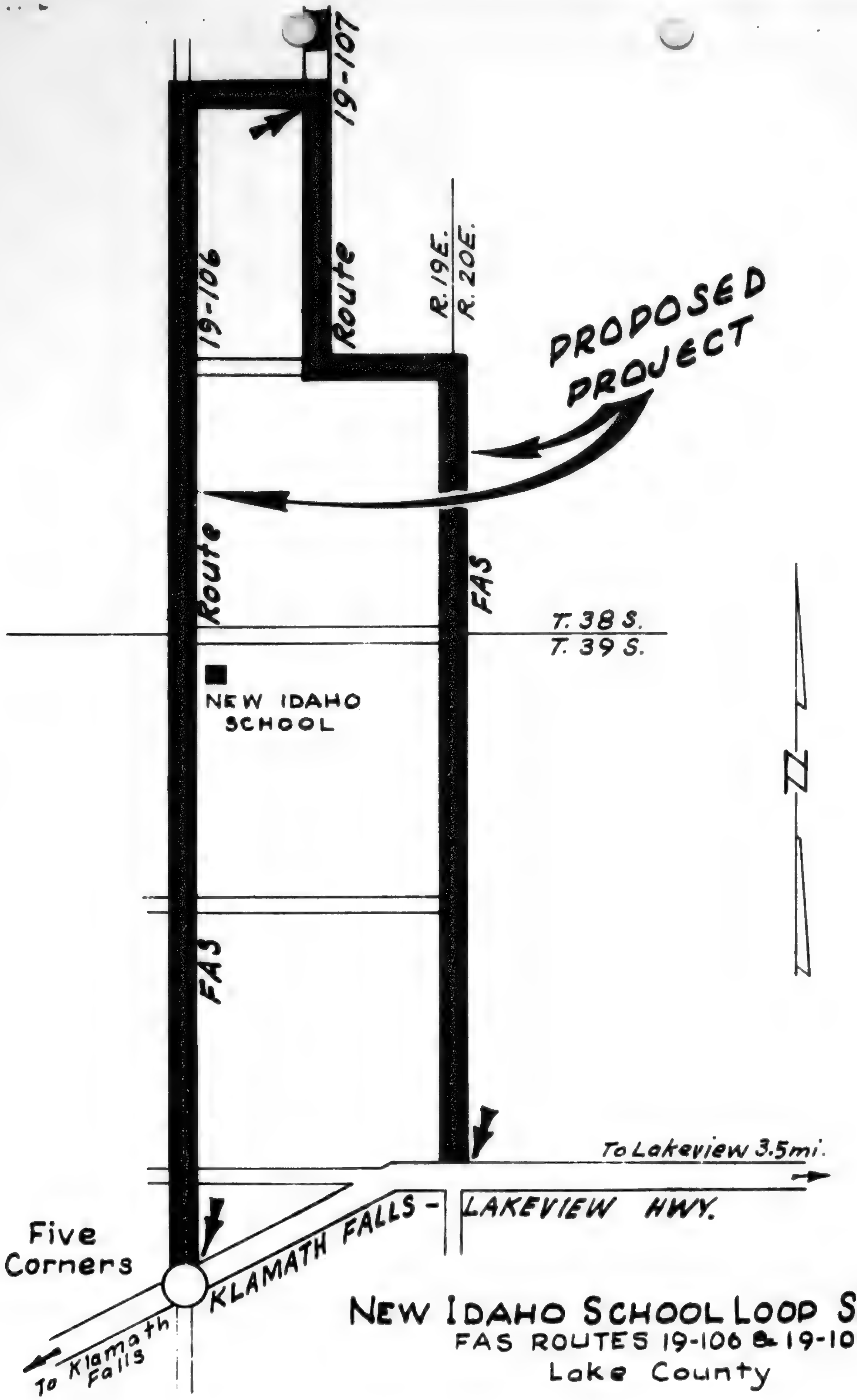
(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS


19-107
Route
19-106
R. 19 E.
R. 20 E.
PROPOSED PROJECT
Route
FAS
T. 38 S.
T. 39 S.
NEW IDAHO SCHOOL
N
FAS
To Lakeview 3.5 mi.
KLAMATH FALLS - LAKEVIEW HWY.
Five Corners
To Klamath Falls

NEW IDAHO SCHOOL LOOP SECTION
FAS ROUTES 19-106 & 19-107
Lake County

#8027

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

misc jobs

Salem, Oregon
August 8, 1972

To: Mr. J. F. Putnam
Region 4 Engineer
BEND

SUBJECT: Approved County FAS Project
New Idaho School Loop Section
FAS 19-106 and 19-107
Lake County

Attached is a tabulation describing subject FAS-C project which was approved by the Highway Commission at the August 8, 1972, meeting.

Any deviations from standards which arise during a survey for a county project, as well as those that can be anticipated earlier, should be referred to this office immediately for presentation to the FHWA for approval. This would save needless engineering costs should these deviations be denied.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat
Att.

cc: Victor Wolfe
F. L. Hall
C. T. Keasey
Walt Hart
F. W. Yarbrough
W. H. Tebeau
Frank Terpin
Ted Litchfield
C. G. Swenson
Ben Gifford
Carl Nelson
R. D. Asburry
Roy Spivey
L. E. George
John Hanks

1
2

SP*52478-734

LAKE COUNTY
Proposed Project (1973 Funds)

FAS 19-106 & 107 - New Idaho School Loop Section, grade, drain, base and level. $311,000. Approximately 8.5 miles.

Grade, drain, base and place leveling course for a roadway which is to have a top width of 32'.

Utilities are involved. Additional right-of-way may be needed.

State to make survey and plans.

If additional right-of-way is needed, a hearing will be offered.

Negative declaration will be prepared. No public recreation (Section 4F) lands involved.

(NOTE: The County may request that their existing funds be supplemented with three years of their future funds if the cost of the project makes it necessary.)

72-e
7/24/72

RECEIVED
COUNTY & CITY SECTION
MAR 17 1972
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ PPE ☐

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County LAKE FAS No. [redacted] 19-106 and 107 Date 3-9-72
County Road Name ~~THOMAS CREEK ROAD~~ ~~County Rd.~~ # 2-16
Section Name New Idaho School Loop Length 8.5
Type of Project Grading
Location of Project (Attach sketch map)
ADT 220 Road Class (Hwy. standard)

I. ROAD PROJECT DATA

1. Traveled Surface: Type Gravel Width 24'

2. Shoulders: Type Gravel Width 4'
(NOTE: Oiled or paved shoulders required on all Class E or higher projects.)

3. Grading & Drainage:
By County _____ County Date of Completion _____ By Contract X

4. Bottom Base Course:
By County _____ County Date of Completion _____ By Contract X
Has base design been given to County? Yes ___ No X
Will it be furnished? Yes ___ No X

5. Leveling Course:
By County _____ County Date of Completion _____ By Contract X

6. Traveled Surface & Shoulders:
By County _____ County Date of Completion _____ By Contract X

7. Clearing:
By County _____ County Date of Completion _____ By Contract X

8. Curbs:
Curbs Required? Yes ___ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
Width between Curbs

9. Are A.C. footpaths behind curbs desired? Yes ___ No X

10. Are there any structures to be replaced or altered? Yes X No ___

11. Will replacement be by: County _____ Contract X
(NOTE: If by contract, fill out bridge project data on pages 2, 3, and 4.)

12. Will County adjust structure to new grade? Yes ___ No X

13. Will County adjust structure to additional width? Yes ___ No X

✓

14. Will adjusted width be standard? Yes__X__ No____
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

15. Does County wish rounding of cutbanks? Yes____ No__X__

16. Does County wish sight posts installed? Yes____ No__X__

17. Does County wish guard rail installed? Yes____ No__X__

18. Does County wish seeding and mulching incorporated into job?
Yes____ No__X__

19. Does County wish permanent signing and striping? Yes____ No__X__
(NOTE: State forces will perform signing and striping at 100% cost to County.)

20. Will traffic signals be required? Yes____ No__X__
If yes, give location and type:____________________

21. Is project contingent upon other factors? Yes__X__ No____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: Grading to be completed by November 1, 1972

Remarks re Section I____________________

II. BRIDGE PROJECT DATA

1. Name of river or stream____________________

2. Name of bridge____________________

3. Location (Please attach map with location marked.):____________________
Section________ Township____________ Range____________ W.M.

4. Desired width of bridge____________________
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes____ No____
Upstream________ Downstream________ Width________

6. Does County wish a particular type of bridge design? Yes____ No____
Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.____________________

14. Will adjusted width be standard? Yes X No___
(NOTE: Standard width of structure is traveled way plus full shoulders or 32', whichever is greater. If structure is of substandard width, County must sign same to satisfaction of Bureau of Public Roads.)

15. Does County wish rounding of cutbanks? Yes___ No X

16. Does County wish sight posts installed? Yes___ No X

17. Does County wish guard rail installed? Yes___ No X

18. Does County wish seeding and mulching incorporated into job?
Yes___ No X

19. Does County wish permanent signing and striping? Yes___ No X
(NOTE: State forces will perform signing and striping at 100% cost to County.)

20. Will traffic signals be required? Yes___ No X
If yes, give location and type:___

21. Is project contingent upon other factors? Yes X No___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain: Grading to be completed by November 1, 1972

Remarks re Section I___

II. BRIDGE PROJECT DATA

1. Name of river or stream___

2. Name of bridge___

3. Location (Please attach map with location marked.):___
Section___ Township___ Range___ W.M.

4. Desired width of bridge___
(NOTE: Standard width of FAS structure is traveled way plus full shoulders or 32', whichever is greater.)

5. Are sidewalks desired? Yes___ No___
Upstream___ Downstream___ Width___

6. Does County wish a particular type of bridge design? Yes___ No___
Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.___

7. Will County furnish any materials for bridge? Yes___ No___
Explain___

8. Foundation Testing:
By County? Yes___ No___ By State? Yes___ No___

9. Can road be closed during construction? Yes___ No___

10. Detour:
Required? Yes___ No___ By County? Yes___ No___
By contractor? Yes___ No___

11. Approaches or Connections:
By County? Yes___ No___ By contractor? Yes___ No___
Traveled Surface: Type___ Width___
Shoulders: Type___ Width___
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

12. Guard Rail:
Desired on approaches or connections? Yes___ No___
Right side only? Yes___ No___ Both sides? Yes___ No___
(NOTE: Safety standards require that guard rails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guard rail installation or otherwise delay contract completion.)

13. Existing Structure:
Remain in place? Yes___ No___
Use for detour? Yes___ No___
Removed by County? Yes___ No___
Removed by contractor? Yes___ No___
Salvaged by contractor for County? Yes___ No___
(NOTE: If existing bridge salvaged by contractor for County, County must pay 100% of salvage value of structure.)

14. If riprap or rock blanket required, to be:
By County? Yes___ No___ By contractor? Yes___ No___

15. Will any of the following utilities be attached to this structure?
a. Water Mains: Yes___ No___ Size___
Company___
b. Sanitary Sewer Mains: Yes___ No___ Size___
Company___
c. Storm Sewer: Yes___ No___ Size___
Company___
d. Gas Mains: Yes___ No___ Size___
Company___

e. Power Lines: Yes___ No___
Company______________________________

f. Telephone Lines: Yes___ No___
Company______________________________

g. Other Utilities?______________________________
____
____

16. Does County wish provisions made for future utility attachment to structure? Yes____ No____

17. Does County wish lightpost bases and conduit installed? Yes___ No___

18. Does County wish complete job of illumination in project?
Yes____ No____

19. Is project contingent upon other factors? Yes____ No____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:______________________________
____
____
____

Remarks re Section II______________________________
____
____
____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
By State? Yes_X_ No____ By County? Yes____ No____
(NOTE: If project is canceled, County must pay for survey.)

2. Does County have any survey data? Yes____ No_X_

3. Construction plans and specifications to be prepared:
By State? Yes_X_ No____ By County? Yes____ No____

Remarks re Section III______________________________
____
____
____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 70' Minimum 57'

2. Is any additional right-of-way needed? Yes___ No X

3. Will right-of-way be acquired by: Resolution____ or Deed____

4. Should State prepare options? Yes___ No X

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes___ No X

6. Should material source site be included in right-of-way descriptions? Yes___ No X

7. Is there any merchantable timber on right-of-way? Yes___ No X

8. Will timber be reserved for owner? Yes___ No X

9. Will timber become property of contractor? Yes___ No X

10. Does project run inside a city? Yes___ No X
(NOTE: If right-of-way is procured in community with post office or in an incorporated city, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.) on private land? Yes___ No X
If yes, give type and name of utility company________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes___ No X
If yes, give type and name of utility company________________

13. Are utilities on existing right-of-way by permit_____, or by franchise_____?
(NOTE: County must move all utilities located on present right-of-way.)

14. Are there any irrigation facilities? Yes X No___
If yes, give name of irrigation company or district
Lakeview Water Users
and dates between which water can be turned off: From October
To April

15. Are there any railroad crossings? Yes___ No X

16. Name of Railroad________________

17. Number of Tracks: Mainline___ Siding___ Total_____

18. Sight Distance: ____________(Left) ____________(Right)

19. Number of Trains: Passenger_____ Speed_____
Freight _____ Speed_____

20. Angle of Intersection: ________________________________

21. Type of Existing Crossing:
Grade____ Overcrossing____ Undercrossing____

22. Existing Protection:
Advance Warning Signs____ Crossbucks____ Stop Signs____
Automatic Flashing____ Automatic Bell____ Gates____

23. Proposed Protection:________________________________
____

24. Will railroad crossing be altered? Yes____ No____
If yes, specify:________________________________
____

25. Does County wish State to prepare P.U.C. hearing data? Yes___ No___

26. Will P.U.C. application be made by State_____, or County_____?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

27. Will there be any displaced persons from farms, homes, or businesses requiring relocation assistance? Yes____ No____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days written notice prior to the intended vacation date.)

Remarks re Section IV________________________________
____
____
____

V. MATERIAL SOURCES DATA

1. Gravel_________ Quarry_________ Cinders_________
2. Owner: County_____ State_____ Private_____ Other_____
3. Location: ___________ Section_____ Township_____ Range_____ W.M.
4. If County lease, what are royalty payments?________________________________
5. Materials furnished by County: Borrow_____ Select Topping_____
Base Course_____ Level Course_____ Mineral Aggregates_____
Location________________________________
Miscellaneous Items:________________________________

Remarks re Section V Materials to be located after consultation with state engineer

VI. **FINANCIAL DATA**

1. Estimated Cost: $
2. Available FAS Funds: $ 311,000.00
3. Date match money is available: Now
4. Will there be any 100% County money? Yes___ No___
5. Maximum Amount of 100% County Money Available: $
6. Date County requests letting: July 1, 1972

Remarks re Section VI

UNUSUAL OR COMPLICATED CIRCUMSTANCES: If this project exceeds$311,000.00 dollars, an estimated additional $120,000.00 FAS Funds may be available.

By
County Judge or Comm. Chairman

By
County Commissioner

By
County Commissioner

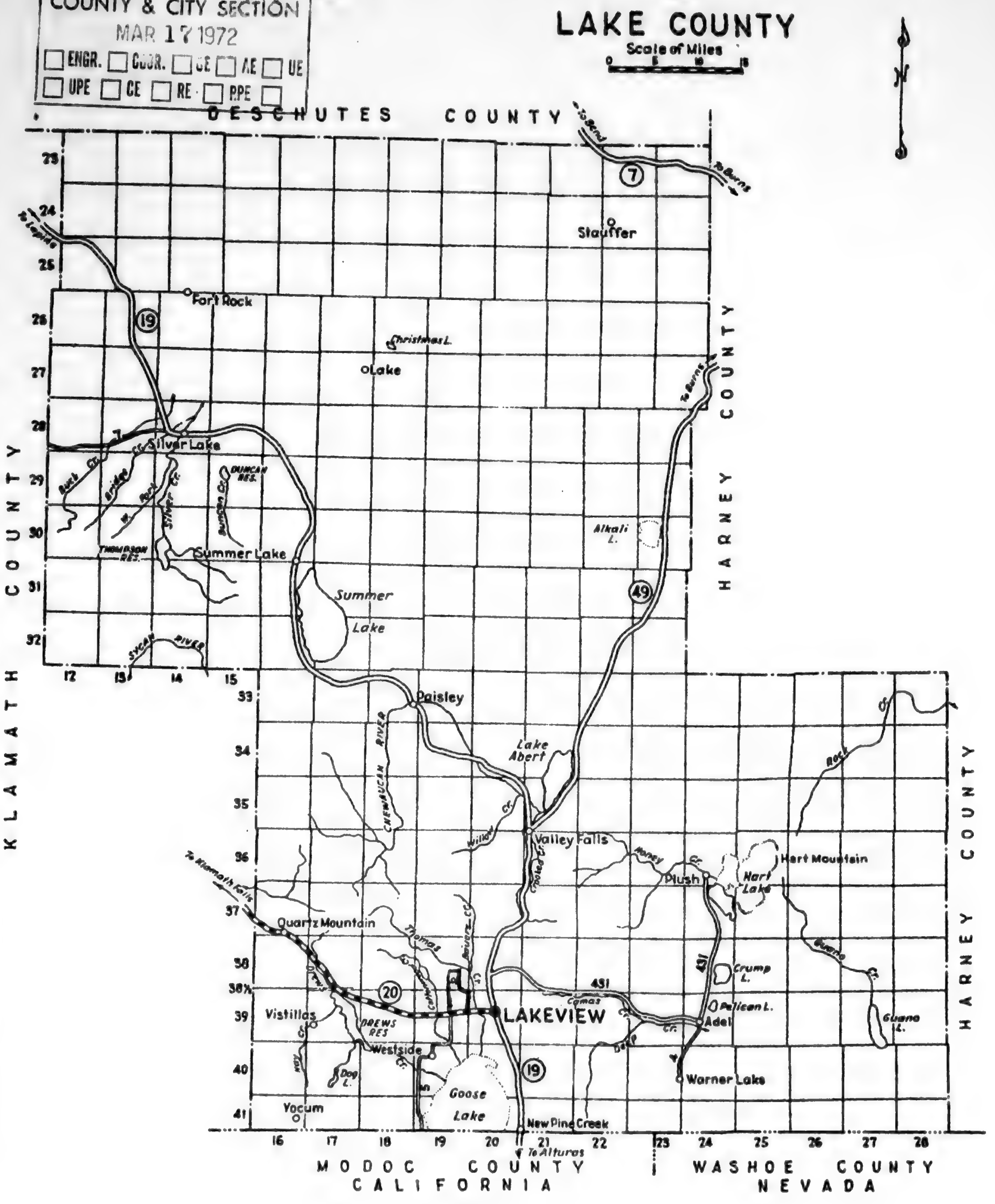
By
County Engineer or Roadmaster

County Lake
Date 3-15-72

O.S.H.D. Field Engineer

Date 3-17-72

RECEIVED
COUNTY & CITY SECTION
MAR 17 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


LAKE COUNTY
Scale of Miles
0 5 10 15
N
DESCHUTES COUNTY
KLAMATH COUNTY
HARNEY COUNTY
HARNEY COUNTY
MODOC COUNTY
CALIFORNIA
WASHOE COUNTY
NEVADA
To Bend
To Burns
To Burns
To Lapine
To Klamath Falls
To Alturas
7
19
19
20
49
431
431
Stauffer
Fort Rock
Christmas L.
Lake
Silver Lake
Buck Cr.
Bridge Cr.
W. Fork
Silver Cr.
Bridge Cr.
Duncan Res.
Thompson Res.
Summer Lake
Summer Lake
Sycan River
Alkali L.
Paisley
Chewaucan River
Lake Abert
Willow Cr.
Valley Falls
Crooked Cr.
Honey Cr.
Plush
Hart Lake
Hart Mountain
Rock
Guano Cr.
Crump L.
Pelican L.
Guano L.
Adel
Deep Cr.
Camas
Warner Lakes
Quartz Mountain
Thomas
Drews
Cottonwood
Beaver Cr.
LAKEVIEW
Vistillas
Drews Res.
Westside
Dog L.
Goose Lake
New Pine Creek
Yocum
23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 38½ 39 40 41
12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28

- Project Request

8028 Creswell (1st St.) Sec. 1974
(Grading and Paving)

C/A 4882 - 2/22/74

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*47508-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Creswell
P. O. Box 276
Creswell, Oregon 97426

Attention of Mr. Ronald O. Hanson
City Recorder

Request No. (assigned by staff engineer or head of section) cc-1466

Date April 21, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment Project
First Street, Contract No. 8028
Covered by Agreement dated February 18, 1974

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit		$5,000
		As Per Attached Statement		
		Final Cost	$26,931.90	
		Agreed State's Share	22,807.56	
		Agreed City's Share		4,124.34
		REFUND DUE CITY		$ 875.66

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $5,000

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

320-1459-295	$ 223.85
320-1725-295	$3,900.48

Submitted by: Fred Hildebrandt
Fred Hildebrandt, Cities Engineer

Approved:
Urban Regional Engineer

Approved: ORIGINAL SIGNED BY GEORGE HOPKINS
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Date April 21, 1975

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1974

Contract # 8028 **Prefix** 320-1725 **Survey Prefix** 320-1459

Street First Street

City Creswell

*Payments to Contractor (see attached voucher)	....	$ 23,207.76
Engineering and Contingencies	....	3,500.29
Survey: Total $ 3,500.31 Prorated Share	....	223.85
TOTAL	....	$26,931.90
Agreed State Share		$22,807.56
Agreed City Share		$ 4,124.34**
City Advance Deposit		$ 5,000.00
Refund Due City		$ 875.66

Reference: Outside Billing cc-1466

$$\$26,708.05 - \$25,000.00 = \frac{\$1,708.05 \times \$3,500.31}{\$26,708.05} = \$223.85 \quad \text{(P. E. City)}$$

*Includes $23.00 interest.
**Includes costs of concrete curbs and walks.

RU

MMARY OF COST DISTRIBUTION

DATE 01/09/75

FUND	VOUCHER NUMBER	OBJECT	SYSTEM COUNTY	MAJOR CLASS	PROJECT	FUNCTION	GRP	AMOUNT	P/N	REF/P.O. CREW NO.
1	26937	41	320	17	25	201 00		10.90		
1	26937	41	320	17	25	204 00		1,158.69		
1	26937	41	320	17	25	206 00		23.00		
								1,192.59	*	
								1,192.59	*	

```
                                                                                MARCH 1975           PAGE  443
L TO DATE JOB COST SUMMARY
                                                                                  FISCAL             GRAND TOTAL
                                                                               YEAR TO DATE            TO DATE
RIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH                                1.10
                                 320    1459      918      02                                              29.78
                                 320    1459      920      00                      135.43                 365.57
                                 320    1459      921      00                                              22.18
                                 320    1459      924      00                **    150.08   **          3,500.31
                                              ** JOB TOTALS **

ALDPORT (MILL ST)                321    1453      901      00                       43.19               2,151.78
                                 321    1453      905      00                        3.76                 843.93
                                 321    1453      910      00                                             608.90
                                 321    1453      911      00                                               7.20
                                 321    1453      914      00                        1.75                 149.94
                                 321    1453      920      00                                              39.27
                                 321    1453      921      00                      129.76                 369.70
                                              ** JOB TOTALS **                     178.48   **          4,170.72

INCOLN CITY(SCHOONER CK RD)      321    1454      901      00                    7,164.18              14,951.58
                                 321    1454      905      00                       55.00                  55.00
                                 321    1454      909      00                    1,130.80               1,130.80
                                 321    1454      910      00                                             624.34
                                 321    1454      913      00                       44.00                 128.32
                                 321    1454      914      00                       34.75                 112.99
                                 321    1454      923      00                      716.44                 716.44
                                 321    1454      924      00 &                                            59.92
                                              ** JOB TOTALS **                   9,145.17   **         17,779.39

ROWNSVILLE-WASHBURN STREET       322    1418      910      00                                             358.72
                                 322    1418      924      00                                              22.18
                                              ** JOB TOTALS **                              **            380.90

4TH ST&15TH ST (LYONS)           322    1423      901      00                      529.09                 529.09
                                 322    1423      910      00                      249.04                 249.04
                                              ** JOB TOTALS **                     778.13   **            778.13

YSSA /KING AVE/                  323    1402               00                                           1,043.48
                                 323    1402               0                                               51.93
                                              *            **                               **          1,100.41

UROPA                            324    1457      90                                  5.69              3,083.75
                                 324    1457      905                               262.34              2,001.70
                                 324    1457      910      00                                             861.67
                                 324    1457      914      00                                             153.18
                                 324    1457      918      02                                               1.65
                                              ** JOB TOTALS **                     268.03   **          6,101.95

 [illegible] MAIN ST)            324    1459      901      00                                         [illegible]
```

```
& INLAND STS-LOWELL
                              320   1450   905    00                                          422.05
                              320   1450   910    00                                          500.00
                              320   1450   918    01                                              13
                              320   1450   920    00                                           17.85
                              320   1450   921    00                                           86.08
                                           ** JOB TOTALS **             **          **    3,405.26

FESWELL (1ST ST)              320   1459   901    00                           9.90         2,043.13
                              320   1459   905    00                           3.10           660.71
                              320   1459   910    00                           1.65           377.84
```

```
 1   126 14 25 909 00 0 0
 2   126 14 51 912 00 0 0
 3   127 14 22 909 00 0 0
 4   130 14 43 910 00 0 0
 5   134 14 59 910 00 0 0
 6   134 14 32 913 00 0 0
 7   134 14 72 923 00 0 0
 8   135 14 49 905 00 0 0
 9   136 14 21 910 00 0 0
10   138 14 51 920 00 0 0
11   224 14 61 905 01 1 0
12   305 14 69 918 01 0 0
13   313 14 72 921 00 0 0
```

```
                               319   1708     900     00
                               319   1708     900     00 0                                                  1,362.65
                                          ** JOB TOTALS **          **                       **                 5.56
5TH ST                                                                                       **             15,456.52  **
                               320   1723     201     00
                               320   1723     900     00                                                   17,572.41
                                          ** JOB TOTALS **          **                       **             2,371.15
(CANNON & HYLAND STS)                                                                                       19,943.56  **
                               320   1724     201     00
                               320   1724     900     00                                                   16,332.06
                                          ** JOB TOTALS **          **                       **             2,206.91
L-1ST STREET                                                                                                18,538.97  **
                               320   1725     201     00                          23,184.76                 23,184.76
                               320   1725     204     00
                               320   1725     206     00
                               320   1725     900     00                              23.00                     23.00
                                                                                   3,500.29                  3,500.29
                                          ** JOB TOTALS **          **            26,703.05  **             26,703.05  **
T-MILL STREET                  321   1715     201     00                          24,634.44                 24,634.44
```

```
ATE JOB COST SUMMARY                                                           MARCH 1975          PAGE  484

N OF JOB OR DEPARTMENT           PREFIX        FUNCTION   GR   CURRENT MONTH        FISCAL          GRAND TOTAL
                               321   1715     204     00                         YEAR TO DATE         TO DATE
                               321   1715     206     00
                               321   1715     279     01                              23.60                 23.60
                               321   1715     900     00                              98.72                 98.72
                               321   1715     900     00 &                         3,331.22              3,351.45
                                                                                      63.75                 63.75
                                          ** JOB TOTALS **          **            28,151.73  **         28,171.96  **
JORDAN VALLEY                  323   1715     201     00
                               323   1715     900     00                                                21,648.15
                                          ** JOB TOTALS **          **                       **          1,948.33
                                                                                                        23,596.48  **
(GARFIELD ST)                  324   1723     201     00
                               324   1723     206     00                                                26,237.24
                                                                                                            23.49
```

FISCAL YEAR 74-75

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

DISBURSEMENT VOUCHER

WARRANT NUMBER 26837

	VOUCHER DATE	TOTAL AMOUNT
Wildish Construction Co. P.O. Box 1106 Eugene, OR 97401	1-8-75	$ 1,192.59

Contract no. 8028 Estimate no. 5 Final	Principal	$ 1,169.59
	Interest	23.00
on		

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

CHECKED - Acctg. Control

Form 81-734-1085

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

Wildish Construction Co.
P.O. Box 1106
Eugene, OR 97401

This Space for Use of Accounting

Date 1-7-75

I No.

Contract no. 8028

Estimate no. 5 Final

Principal $1,169.59

Interest from 11-11-74 to 1-8-75 inclusive

59 days at $.3898/day = $23.00

on

OREGON STATE HIGHWAY DIVISION

ONTRACT PAYMENT VOUCHER

-734-1020

COUNTY LANE	CONTRACT NO 8028	ESTIMATE NO. 5	
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.		
SECTION CRESWELL (1ST STREET)			

	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
	9N GENERAL EXCAVATION	LUMP SUM	3000.0000	100.000	3000.00	3000.00
	9N TREATED BASE, 6 INCHES THICK PA 1	SQ YDS	4.5000			5374.07
	9N CLASS C ASPHALT CONCRETE 3 INCHES THICK	SQ YDS	2.3500	1,357.060	3189.14	3185.40
	9N 6-INCH SEWER PIPE	LIN FT	10.0000	56.000	560.00	560.00
	9N 15-INCH SEWER PIPE	LIN FT	12.0000	252.000	3024.00	3024.00
	9N 15-INCH ARCH TYPE PIPE	LIN FT	13.0000	52.000	676.00	676.00
	9N CONCRETE INLETS TYPE G-1	ONLY	350.0000	3.000	1050.00	1050.00
	9N 6-INCH DRAIN PIPE	LIN FT	6.0000	44.000	264.00	264.00
	9N CONCRETE WALKS	SQ YDS	7.0000	248.070	1736.49	1736.49
	9N CONCRETE DRIVEWAYS	SQ YDS	10.0000	113.990	1139.90	1139.90
	9N CONCRETE CURBS.	LIN FT	4.0000	541.000	2164.00	2164.00
	PRICE AGREEMENT ITEMS					
01	9N SUBS 3/4IN FOR 1IN BASE DELE BI 2	SQ YD	4.5000	1,418.050	6381.23	
				TOTAL CONTRACT ITEMS	23184.76	23173.86
				% RETAINED ON CONTRACT ITEMS		1,158.69
				FORCE ACCOUNT		
				TOTAL PAYMENTS	23,184.76	22,015.17

VOUCHER NO.
20371

CP-dm

OF AUDITOR

E HIGHWAY DIVISION

PAYMENT VOUCHER

COUNTY LANE	CONTRACT NO 8028	ESTIMATE NO. Final 5	
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.		
SECTION CRESWELL (1ST STREET)			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
RAL EXCAVATION	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
TED BASE, 6 INCHES THICK PA 1	SQ YDS	4.5000			6374.07	6374.07-
S C ASPHALT CONCRETE 3 INCHES THICK	SQ YDS	2.3500	1,357.060	3189.14	3185.40	3.74
CH SEWER PIPE	LIN FT	10.0000	56.000	560.00	560.00	
NCH SEWER PIPE	LIN FT	12.0000	252.000	3024.00	3024.00	
CH ARCH TYPE PIPE	LIN FT	13.0000	52.000	676.00	676.00	
RETE INLETS TYPE G-1	ONLY	350.0000	3.000	1050.00	1050.00	
CH DRAIN PIPE	LIN FT	6.0000	44.000	264.00	264.00	
RETE WALKS	SQ YDS	7.0000	248.070	1736.49	1736.49	
RETE DRIVEWAYS	SQ YDS	10.0000	113.990	1139.90	1139.90	
RETE CURBS	LIN FT	4.0000	541.000	2164.00	2164.00	
ICE AGREEMENT ITEMS						
3/4IN FOR 1IN BASE DELE BI 2	SQ YD	4.5000	1,418.050	6381.23		6381.23
			TOTAL CONTRACT ITEMS	23184.76	23173.86	10.90
			% RETAINED ON CONTRACT ITEMS		1,158.69	1,158.69
			FORCE ACCOUNT			
			TOTAL PAYMENTS	23,184.76	22,015.17	1,169.59

[redacted]

8028

December 30, 1974

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 20, 1974, we wrote to you concerning release of final payment on Contract No. 8028 awarded to Wildish Construction Co., for work on First Street in Creswell in Lane County.

Final payment on this contract is $1,169.59 and the total contract amount is $23,184.76. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Wildish Construction Co.
P. O. Box 1106
Eugene, OR 97401

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

8028

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

REPORT NO. 12

	SECTION CRESWELL (1ST. STREET)	WEEK ENDING OCTOBER 19, 1974
		SECTION PREFIX 320-1725
	HIGHWAY CITY STREET	COUNTY LANE
NAME OF JOB CRESWELL (1ST. STREET)	KIND OF WORK GRADING AND PAVING	
CONTRACTOR WILDISH CONST. CO.	CONTRACT NUMBER 8028	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT JUNE 28, 1974	DATE WORK STARTED JULY 24, 1974	ESTIMATED COMPLETION DATE SEPTEMBER 18, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 60 CWD	WORK DAYS USED CALENDAR DAYS USED 57 CWD
PROJECT AUTHORIZATION: $ 27998.69	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 95.0%
EXCLUSIVE OF ENGINEERING: $ 25553.39	ENGINEERING AUTHORIZATION $ 2445.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 23153.86	ENGINEERING COST TO DATE $ 2500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 88.5%
ESTIMATED PERCENT: [redacted] UNDERRUN 9.4%	PERCENT OF AUTHORIZATION 102.2%	DATE PROJECT WAS COMPLETED: SEPTEMBE18, 1974

Semi-Final to be submitted approximately October 25, 1974.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.05	0.05			0.05
MILES PARTIALLY COMPLETED	0.00	0.00			0.00
MILES COMPLETED	0.05	0.05			0.05
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	1430 SY			1380 SY
TOTAL QUANTITIES CORRECTED TO DATE	100%	1294 SY			1355 SY
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	1294 SY			1355 SY
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		Project completed on September 18, 1974.
MONDAY	CLEAR	0		BEN GIFFORD K
TUESDAY	CLEAR	0		RE[illegible]VED Scofield 5 13
WEDNESDAY	CLEAR	0		21 1974 2
THURSDAY	CLEAR	0		4
FRIDAY	CLEAR	0		
SATURDAY		0		

READY

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	Creswell (1st Street) - for week of October 13, thru 19, 1974.
MONDAY	No activity this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Project completed on September 18, 1974. Semi-Final to be submitted approximately October 25, 1974. Catch Basin Acces. Covers (3) have been replaced by contractor.

SIGNED Ellis H Jones LOCATION Eugene
Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

#8028

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

bc: E. S. Hunter
L. W. Rulien
C. T. Keasey
V. E. Skoog
A. Shirley, Jr.

July 2, 1974

Mr. Ronald L. Hanson
City Recorder
P. O. Box 276
Creswell, Oregon 97426

NOTED
E. S. HUNTER

Dear Mr. Hanson:

We wish to acknowledge receipt of the City of Creswell's check (#8437) in the amount of $5,000.00, as deposit on the 1974 Special City Allotment Project on First Street.

The project is now clear for award to the apparent low bidder, Wildish Construction Company.

We appreciate your cooperation in this matter and invite any inquiries.

Very truly yours,

H. S. Cox
County and City Engineer

By Jim

James O. Butler
Cities Engineer

JOB:ljt

RECEIVED
JUL 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

sea

City of Creswell
P. O. Box 276
Creswell, Oreg. 97426

CITY OF CRESWELL
CRESWELL, OREGON
97426

June 26, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn: County and City Engineer

Dear Sir:

In accordance with your letter of June 21, 1974, enclosed is our check in the amount of $5,000.00 to be deposited as our estimated share of the cost of the 1974 Special City Allotment Project on First Street.

Sincerely yours,

Ronald L. Hanson
City Clerk and Recorder

RECEIVED
COUNTY & CITY SECTION
JUN 28 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

RECEIVED
OSHD FINANCE BRANCH
Check # 8437 Amt $5,000.00
By CLURS Date 6-28-74
For First St, City of Creswell Special City Allotment Project

6-28-74
[illegible] Nelson
[illegible] well
[illegible] Adv. [illegible] today.
[illegible]
JEB

6/28/74: Copies to:

8028

June 28, 1974

Wildish Construction Co.
3001 Franklin Blvd.
P. O. Box 1106
Eugene, OR 97401

Gentlemen:

The Oregon Transportation Commission accepted your proposal for work on 1st Street in Creswell in Lane County for the sum of $24,433. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as the City of Creswell has approved the project and deposited $5,000.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8028.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
A. Shirley
Ellis Jones
Wm. Geibel (SAIF)

8028

9

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

bc: E. S. Hunter
L. W. Rulien
C. T. Keasey
V. E. Skoog
A. Shirley, Jr.

June 21, 1974

Mr. Ronald L. Hanson
City Recorder
City Hall
Creswell, Oregon 97426

NOTED
E. S. HUNTER

Dear Mr. Hanson:

On June 20, 1974 bids were opened on the 1974 Special City Allotment project on First Street. The apparent low bid was submitted by Wildish Construction Company of Eugene.

The anticipated costs are as follows:

Contractor's bid	$24,453.00
Engineering & Contingencies (14½%)	3,545.69
	$27,998.69
City's estimated share of preliminary engineering	375.00
TOTAL	$28,373.69

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward, at your earliest convenience, a check to this office in the amount of $5,000.00 made payable to the Oregon State Highway Division. The above includes the $4,580 bid by contractor for curbs and sidewalks.

Very truly yours,

H. S. Cox
County and City Engineer

By Jim

James O. Butler
Cities Engineer

JOB:ljt

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Wildish Construction Co, Eugene

CRESWELL (1ST STREET) SECTION

CITY STREET

LANE COUNTY

State Project
0.05 Mi. Grading and Paving

Bids Received June 20, 1974

1. General Excavation	All Specified		$ 4,300.00
2. Treated Base, 6 inches Thick	1,430 sq.yds.	3.50	5,005.00
3. Class "C" Asphalt Concrete, 3 inches Thick	1,380 sq.yds.	4.25	5,865.00
4. 8-inch Sewer Pipe	60 lin.ft.	8.00	480.00
5. 15-inch Sewer Pipe	290 lin.ft.	11.00	3,190.00
6. 15-inch Arch Type Pipe	55 lin.ft.	11.00	605.00
7. Concrete Inlets, Type G-1	2 only	325.00	650.00
8. 6-inch Drain Pipe	50 lin.ft.	7.50	375.00
9. Concrete Walks	340 sq.yds.	10.00	3,400.00
10. Concrete Driveways	140 sq.yds.	11.00	1,540.00
11. Concrete Curbs	550 lin.ft.	2.75	1,512.50
	For Comparison of Bids		$ 26,922.50

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$26,922.50 $26,922.50	24,453.00
Contingencies (4-1/2%)	1,211.51	3545.69
Engineering (10%)	2,692.25	
Estimated Net Authorization, Constr.	$30,826.26	27,998.69

City's share of P.E. $3500 \times \frac{2,998.69}{27,998.69}$: 374.85
Say 375.00

6-20-74
Called Mr. Hanson
He says OK
Jim

Curb & Walk 4580.00
City's share of PE 375.00
$4,955.00
Say $5,000.00

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

$26,922^{50}$

PROJECT NO.: #7 LANE COUNTY
CRESWELL (1ST STREET) SECTION

OWNER: OREGON STATE HIGHWAY DEPARTMENT YES

DATE: JUNE 20, 1974 SCA **PAGE 1**

Sunway Const Inc. Eugene $35,807^{90}$

1. Wildish Const. Eugene 24,453
2. Benge Paving Inc " $24,660^{25}$
3. Eugene S&G Inc. " $32,190^{00}$

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. 3,000 General Exc.	1	3,000	7,350	3,975
1,430	S.Y. 6,435 Treated Base, 6 inches Thick	2	4^{50}	5^{45}	5^{78}
1,380	S.Y. 3,243 Cl. "C" Asphalt Conc., 3 inches Thick	3	2^{35}	2^{75}	4^{60}
60	L.F. 600 8-inch Sewer Pipe	4	10 -	5^{90}	11^{35}
290	L.F. 3,480 15-inch Sewer Pipe	5	12 -	9^{25}	15^{24}
55	L.F. 715 15-inch Arch Type Pipe	6	13 -	10^{65}	22^{60}
2	Only 700 Conc. Inlets, Type G-1	7	350	367^{50}	350
50	L.F. 300 6-inch Drain Pipe	8	6 -	6^{60}	15^{10}
340	S.Y. 2,380 Conc. Walks 2380	9	7 -	7^{55}	7^{40}
140	S.Y. 1400 Conc. Driveways	10	10 -	9 -	8^{55}
550	L.F. 2,200 Conc. Curbs 2200	11	4 -	3^{75}	3^{80}
	4580		24,453	$24,668^{25}$	32,190

~~24,453~~

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

PROJECT NO.: #7 LANE COUNTY
CRESWELL (1ST STREET) SECTION

OWNER: **OREGON STATE HIGHWAY DEPARTMENT**

26,922.50

DATE: JUNE 20, 1974

PAGE 1

① Wildish Cons Co Eugene	24,453
② Benge Pvng Eugene	24,660^{25}
③ Eugene S & G	32,190
Sherway Cnst Inc Eugene	35,807^{90}

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	General Exc.	1	3000-	7350-	3975-
1,430	S.Y.	Treated Base, 6 inches Thick	2	4^{50}	5^{45}	5^{78}
1,380	S.Y.	Cl. "C" Asphalt Conc., 3 inches Thick	3	2^{35}	2^{75}	4^{60}
60	L.F.	8-inch Sewer Pipe	4	10-	5^{90}	11^{35}
290	L.F.	15-inch Sewer Pipe	5	12-	9^{25}	15^{24}
55	L.F.	15-inch Arch Type Pipe	6	13-	10^{65}	22^{60}
2	Only	Conc. Inlets, Type G-1	7	350-	367^{50}	350-
50	L.F.	6-inch Drain Pipe	8	6-	6^{60}	15^{10}
340	S.Y.	Conc. Walks	9	7-	7^{55}	7^{40}
140	S.Y.	Conc. Driveways	10	10-	7-	8^{55}
550	L.F.	Conc. Curbs	11	4-	3^{75}	3^{80}

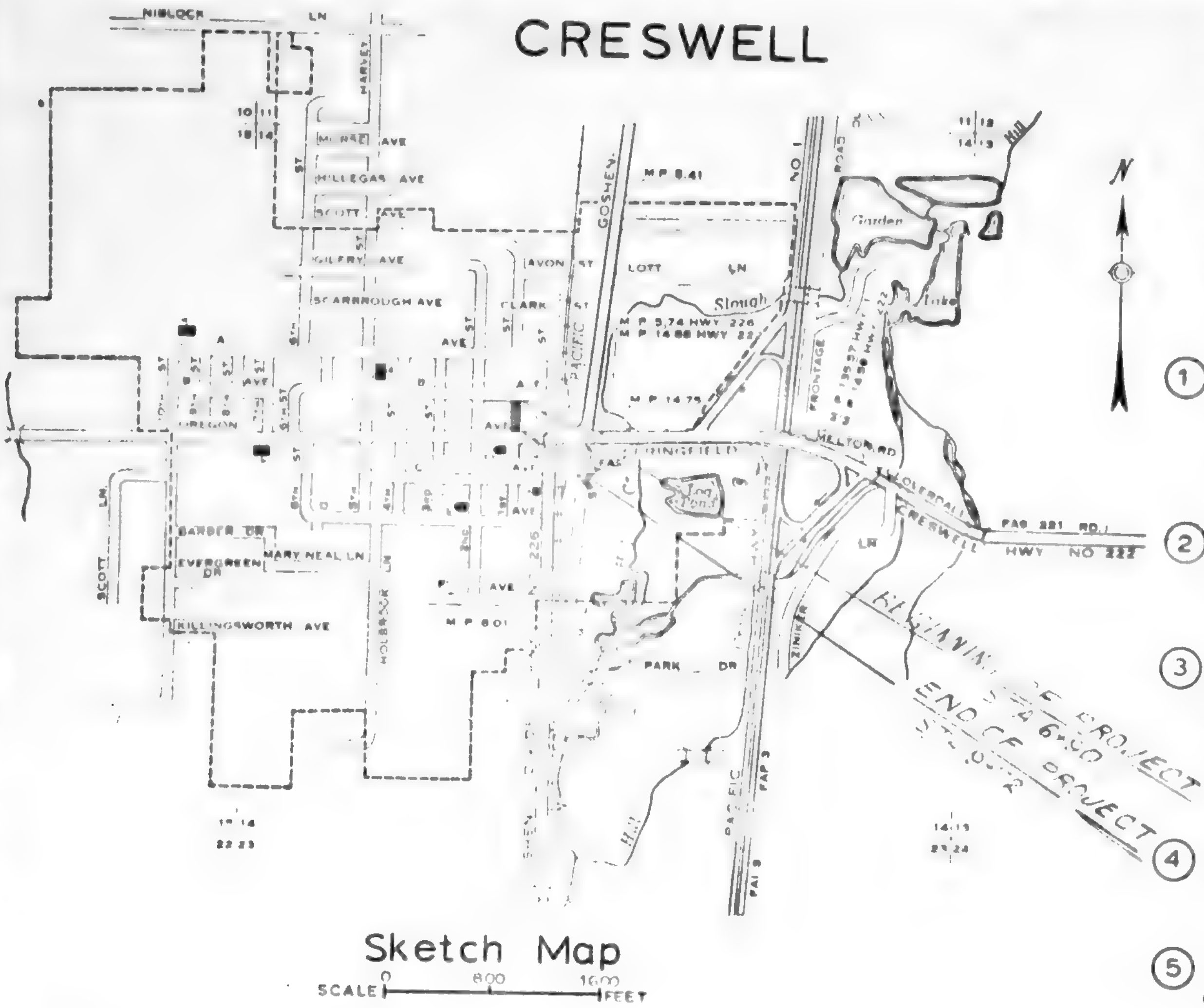
S-1370 4/73

SCA

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner

PRINTED IN U.S.A.


CRESWELL
NIBLOCK LN
HARVEY
MCRAE AVE
MILLEGAS AVE
SCOTT AVE
GILFRY AVE
SCARBROUGH AVE
AVON ST
CLARK ST
LOTT LN
GOSHEN
PACIFIC
M.P. 8.41
M.P. 5.74 HWY 226
M.P. 14.86 HWY 22
M.P. 14.75
Slough
Garden
Lake
NO. 1
FRONTAGE
ROAD
OREGON
SPRINGFIELD
Log Pond
MELTON RD
HOLERDALL
CRESWELL
FAS 221 RD.
HWY NO 222
BARBER DR
EVERGREEN DR
MARY NEAL LN
KILLINGSWORTH AVE
HOLBROOK
SCOTT
226
M.P. 8.01
PARK DR
ZINIKER
BEGINNING OF PROJECT STA 6+50
END OF PROJECT STA 9+72
PACIFIC
FAP 3
N
SCALE 0 800 1600 FEET

Sketch Map

PIPE DATA

6" Perf. Drain Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Galvanized Iron Or Steel .064 Thick) Pipe With Type "A" Coating.

8" Sewer Pipe Furnished Shall Be Extra Strength Non Reinforced Concrete Pipe.

15" Sewer Pipe Furnished Shall Be Reinforced Concrete Pipe Of The Class Indicated In The Construction Note.

① Const. Type "G-1" Inlet (W/Spec. Grate)
Inst. 8" Culv. Pipe - 56'
Tr. Exc. 6 C.Y.
Drg. No. 2105

② Sta. 7+10 To Sta. 9+72 Lt & Rt.
Const. Type "A" Curb
Drg. No. 2077

③ Const. Subgrade Cutoff Trench
Inst. 6" Perf. Drain Pipe - 44'
Special Filter Matl. - 5 C.Y.
Tr. Exc. 6 C.Y.
Drg. No. 2051

④ Sta. 6+65 To Sta. 9+72 Rt.
Remove 15" Culv. Pipe

⑤ Sta. 7+18 To Sta. 9+72 Rt.
Const. Type "G-1" Inlet (W/Spec. Grate)
Const. Type "B" Inlet
Inst. 15" Sewer Pipe - 260' (Class III)
Tr. Exc. 60 C.Y.
Drg. No. 2105 A.

⑥ Remo
Show

⑦ Const
Drg.

⑧ Const
(For

⑨ Conne

⑩ Sta. 6+6
Inst. 15
Tr. Exc.

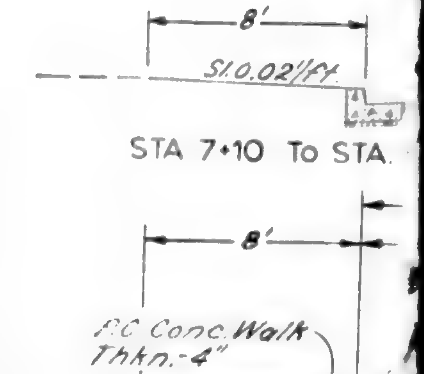
⑪ Remov

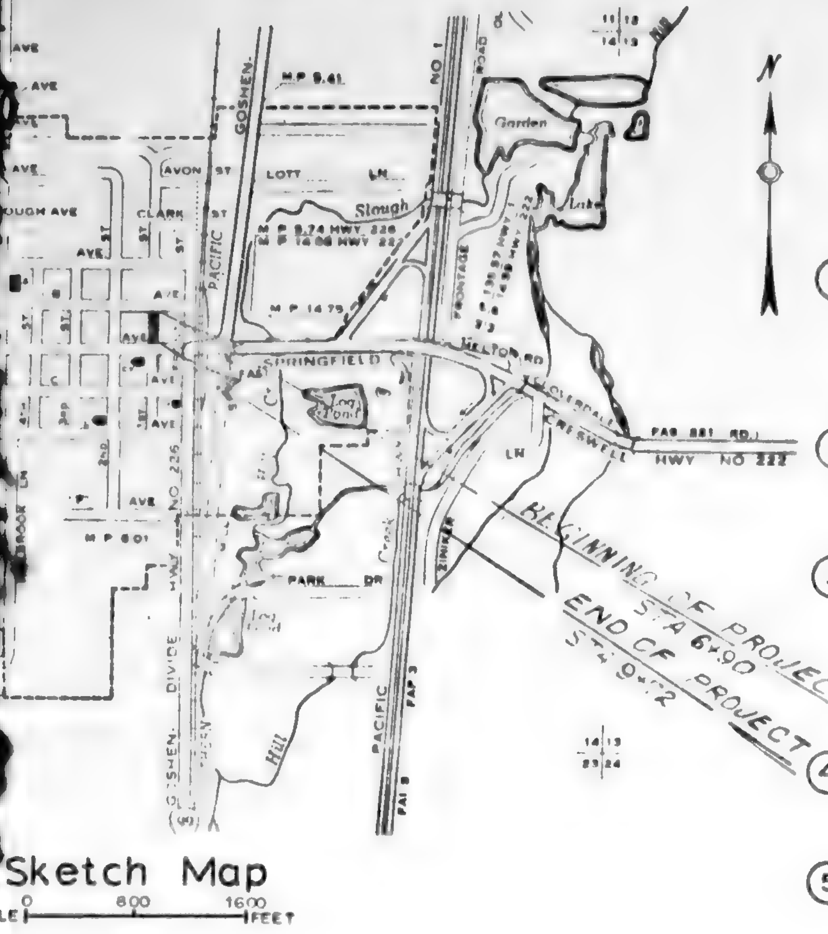
PRELIMINARY COPY
MAY 3 1974
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED
CITY OF Creswell
BY MAYOR Kenneth Schwering
BY RECORDER R. L. Hanson
DATE May 22, 1974

RECEIVED
COUNTY & CITY SECTION
MAY 28 1974
☐ ENGR. ☑ C.JR. ☑ ☐ RE ■ UE
☑ OPE ☑ CE ☑ RE ☑ RPE ☐


8'
Sl. 0.02'/ft
STA 7+10 To STA.
8'
P.C. Conc. Walk
Thkn. - 4"
Type "A" Curb
Drg. No. 2077


CRESWELL
N
GOSHEN
PACIFIC
AVON ST
LOTT LN
Slough
Garden
Lake
CLARK
SPRINGFIELD
MELTON RD
CRESWELL HWY NO 222
FRONTAGE RD
PARK DR
Hill
Creek
DIVIDE
PACIFIC
BEGINNING OF PROJECT STA 6+90
END OF PROJECT STA 9+72

Sketch Map
SCALE 0 800 1600 FEET

PIPE DATA
6" Perf. Drain Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Galvanized Iron Or Steel .064 Thick) Pipe With Type "A" Coating.

8" Sewer Pipe Furnished Shall Be Extra Strength Non Reinforced Concrete Pipe.

15" Sewer Pipe Furnished Shall Be Reinforced Concrete Pipe Of The Class Indicated In The Construction Note.

① Const. Type "G-1" Inlet (W/Spec. Grate)
Inst. 8" Culv. Pipe - 56'
Tr. Exc. 6 C.Y.
Drg. No. 2105

② Sta. 7+10 To Sta. 9+72 Lt & Rt.
Const. Type "A" Curb
Drg. No. 2077

③ Const. Subgrade Cutoff Trench
Inst. 6" Perf. Drain Pipe - 44'
Special Filter Matl. - 5 C.Y.
Tr. Exc. 6 C.Y.
Drg. No. 2051

④ Sta. 6+65 To Sta. 9+72 Rt.
Remove 15" Culv. Pipe

⑤ Sta. 7+18 To Sta. 9+72 Rt.
Const. Type "G-1" Inlet (W/Spec. Grate)
Const. Type "B" Inlet
Inst. 15" Sewer Pipe - 260' (Class III)
Tr. Exc. 60 C.Y.
Drg. No. 2105 A.

⑥ Remove Conc. Walk Shown Thus ▨

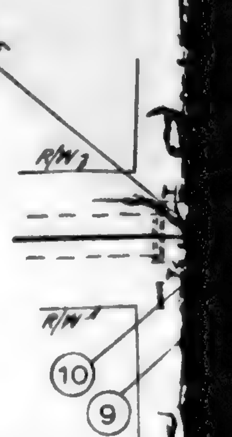
⑦ Const. Bicycle Ramps 2 (Total)
Drg. No. 2077

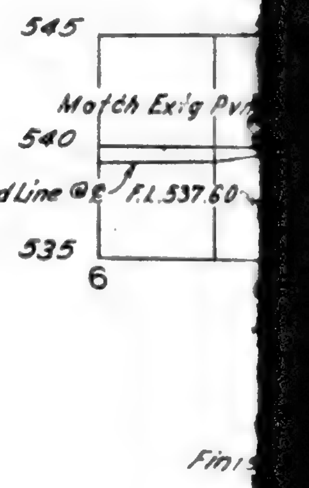
⑧ Const. P.C. Conc. Type "A" Driveways
(For Details, See Drg. No 2077)

⑨ Connect Extg. 6" Pipe

⑩ Sta. 6+65 To Sta. 7+18 Rt.
Inst. 15" Sewer Pipe - 52' (Class V)
Tr. Exc. 12 C.Y.

⑪ Remove Conc. Curb


6+80.15
R/W
R/W
10
9

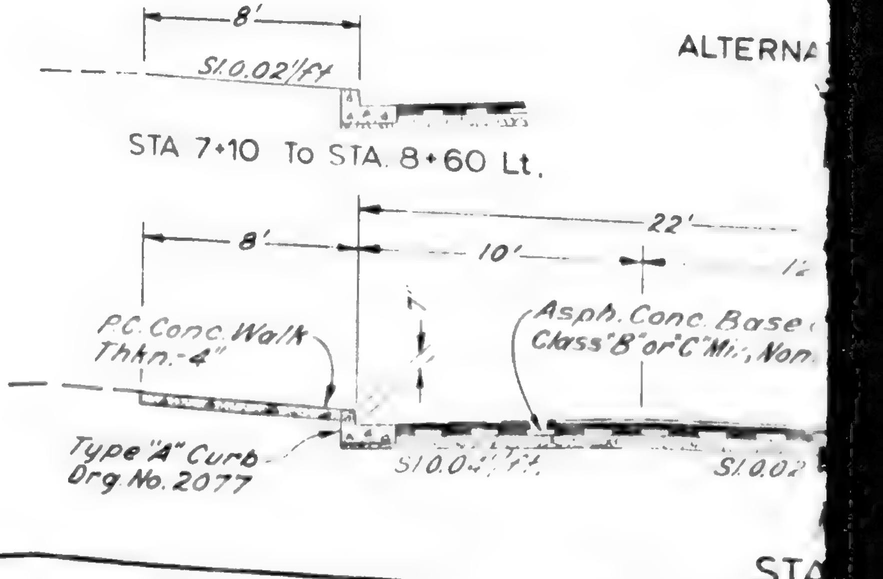

545
Match Extg Pvt
540
Ground Line @ ℄
F.L. 537.60
535
6
Fini

IMINARY COPY
MAY 3 1974
ECT TO CHANGE
AL DESIGN UNIT

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED
CITY OF Creswell
BY MAYOR Kenneth Schweizing
BY RECORDER R. L. Hanson
DATE May 23, 1974

E D
ECTION
4A
☐ RE ■ UE
☒ RPE ☐


ALTERNA
8'
Sl. 0.02'/ft
STA 7+10 To STA 8+60 Lt.
8'
22'
10'
12
P.C. Conc. Walk Thkn. - 4"
Asph. Conc. Base
Class "B" or "C" Mix, Non
Type "A" Curb Drg. No. 2077
Sl. 0.02'/ft
Sl. 0.02

STA

OREGON STATE HIGHWAY DIVISION GRADING & PAVING CRESWELL (1ST. STREET) SEC. CITY STREET LANE COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT	DATE	TOTAL SHEETS
10	OREGON	STATE		1

⑥ Remove Conc. Walk Shown Thus ▨

⑦ Const. Bicycle Ramps 2 (Total) Drg. No. 2077

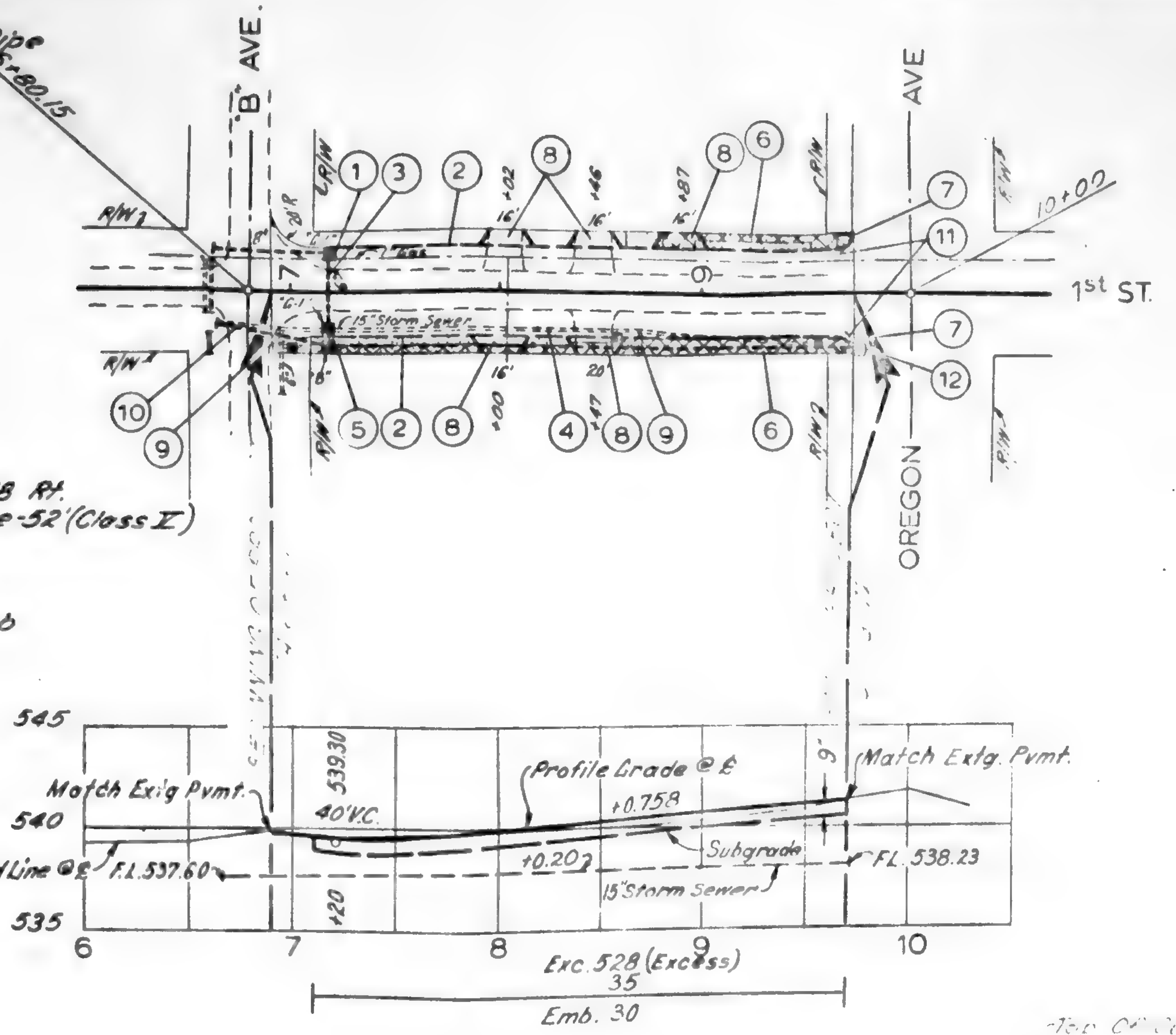
⑧ Const. P.C. Conc. Type "A" Driveways - 5 (Total) (For Details, See Drg. No. 2077)

⑨ Connect Extg. 6" Pipe

⑩ Sta. 6+65 To Sta. 7+18 Rt. Inst. 15" Sewer Pipe - 52' (Class II) Tr. Exc. 12 C.Y.

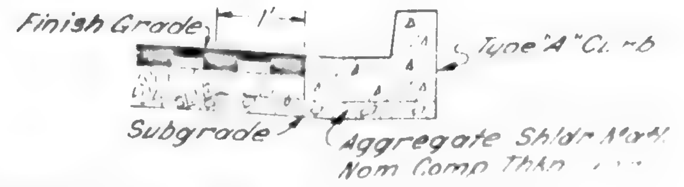
⑪ Remove Conc. Curb

⑫ Remove Grate Inst. Special Grate



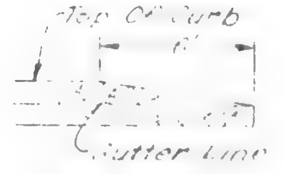
"B" AVE.
OREGON AVE
1st ST.
R/W
6+80.15
10+00
① ③ ② ⑧ ⑧ ⑥ ⑦ ⑪
⑩ ⑨ ⑤ ② ⑧ ④ ⑧ ⑨ ⑥ ⑦ ⑫
16' 16' 16' 16' 20'
15" Storm Sewer
545
540
535
6 7 8 9 10
Match Extg. Pvmt.
Match Extg. Pvmt.
539.30
40' V.C.
Profile Grade @ ℄
+0.758
Subgrade
+0.203
Ground Line @ ℄
F.L. 537.60
F.L. 538.23
15" Storm Sewer
+20
9'
Exc. 528 (Excess)
35
Emb. 30

COPY
ANGE



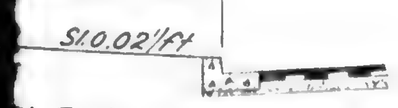
Finish Grade
1'
Type "A" Curb
Subgrade
Aggregate Shldr. Mat'l.
Nom. Comp. Thkn.

ALTERNATE CURB CONSTRUCTION DETAIL

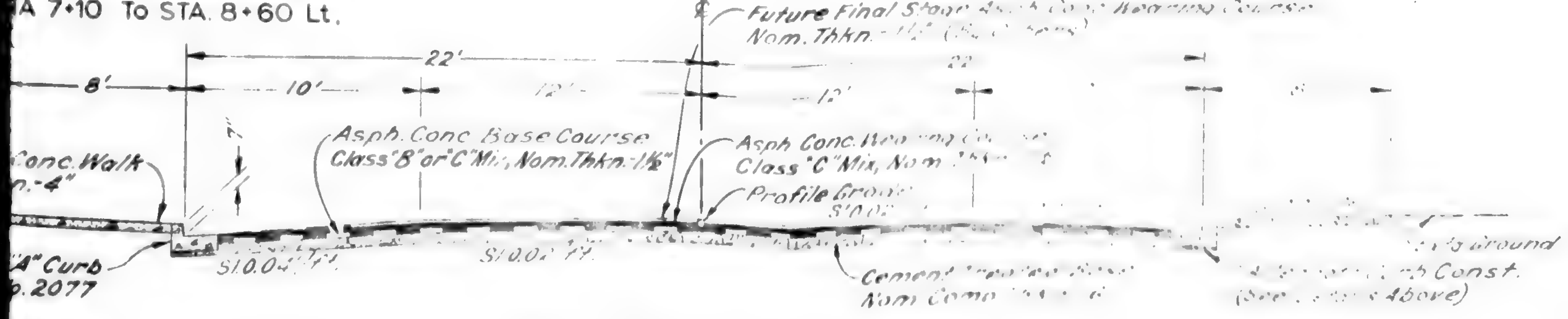


Top Of Curb
6"
Gutter Line

CURB DETAILS
STA. 7+20 LT. & RT.



A 7+10 To STA. 8+60 Lt.



℄
Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. 1½"
22'
22'
8'
10'
12'
12'
8'
7"
Conc. Walk
-4"
"A" Curb
.2077
Asph. Conc. Base Course
Class "B" or "C" Mix, Nom. Thkn. 1½"
Asph. Conc. Wearing Course
Class "C" Mix, Nom.
Profile Grade
Sl. 0.04'/Ft.
Sl. 0.02'/Ft.
Cement Treated Base
Nom. Comp.
ground
Const.
(See Above)

STA. 6+90 To STA. 9+72

Section Creswell (1st Street) Section

Highway City Street 5-10-74

County Lane County

Kind of Work Grade + Pave

Project Alltoment $

Project Length 0.05 mile

Completion Time 60 cal. workdays

FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 27,192 50

Anticipated Additional Items:

Flagging (State Share) . . . . $
Slide Correction . . . .
Railroad Protective Costs. . . . .
Other Railroad Costs . . . .
Permanent Signing . . . .
Permanent Pavement Striping. . . . .
Stage Construction Striping. . . . .
Temporary Erosion Control. . . . .
Install Truck Scale Mechanism. . . . .
Truck Scale House . . . .
Install Temporary Traffic Signals. . . . .
Install Water Meter. . . . .
Furnish Water. . . . .
Laboratory Fees. . . . .
Furnish Mail Box Posts . . . .
Pipe Bedding Materials . . . .
On the Job Trainees. . . . .
State Responsibility for Damages . . . .
Adjust Utilities . . . .

$

$ 27,192 50

Contingencies (4-1/2%) 1,223 66
Engineering (10%). 2,719 25

TOTAL $

Credit for . . . .

Estimated Net Authorization, Construction. . . . . $ 31,135 41

Notified
County-City
5-10-74

Creswell (1st. Street) Sec
Grading & Paving
Estimate

	Unit	Quant	Unit Cost	Amount
General Excavation	All	All	Lump Sum	4,300 –
Cement Treated Base, 6-inches Thick	Sq. Yd.	1430	3^{50}	5,005 –
Class "C" Asphalt Concrete, 3-inches Thick	Sq. Yd.	1380	4^{25}	5,865 –
8-inch Sewer Pipe	Lin. Ft	60	8 –	480 –
15-inch Sewer Pipe	Lin Ft	340	11 –	3740 –
Concrete Inlets	Each	3	325 –	975 –
6-inch Drain Pipe	Lin Ft.	50	7^{50}	375 –
Concrete Walks	Sq. Yd.	340	10 –	3400 –
Concrete Driveways	Sq. Yd.	140	11 –	1540 –
Concrete Curbs	Lin. Ft.	550	2^{75}	1512^{50}
			$27,192^{50}$	

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon

DATE	April 9, 1974
TO	Mr. Alfred Shirley, Jr. Region Engineer Roseburg, Oregon
FROM	Ellis H Jones E. H. Jones Resident Engineer, Eugene, Oregon
SUBJECT	Locating Engineers Narrative Report Creswell 1st Street City Street Lane County Prefix 320-1459

This is a city street project of 0.05 miles in length on 1st Street between Oregon Avenue and "B" Avenue.

The alignment is down the centerline of 1st Street.

The proposed 44 foot roadway is for two twelve foot lanes with 10 foot parking, Type A curbs and 8 foot sidewalks.

A 15 inch storm sewer is proposed on the west side under the sidewalk. Grade of this pipe is so critical it was necessary to place under the sidewalk to assure adequate cover.

The city of Creswell will adjust their own facilities and utilities, and have indicated that other utilities are on the R/W by permit.

The city of Creswell also has agreed to do the signing and traffic control for the project thereby eliminating the item of Temporary Protection and Direction of Traffic.

To allow maximum cover over pipes and also provide for a 0.05/ft. slope after the future A.C. layer is placed, we are recommending a 0.04/ft. slope on the 10 foot shoulders.

EHJ:fs

cc: C.G. Swenson
Bill Beard

①

NOTES ON SPECIAL PROVISIONS

Temporary Protection and Direction of Traffic: to be done by the City of Creswell.

Item No. 1 General Excavation, Unclassified: as per Standard Specifications except approximately 231 Sq. Yds. of sidewalk and 51 Sq. Yds. concrete pavement to be included in price per Cu. Yds. Also excess material to be disposed of in an area disignated by the "City of Creswell" approximately 2400 feet distant from the project. Watering to be included in price.

Item No. 2 Plant Mix Cement Treated Base to be as per current specifications except measurement and payment to be by square yards basis. 6 inches thick.

Item No. 3 Class "C" Asphaltic Concrete, 3 inches thick: normal Air Polution requirements to apply. Class "C" Mixture to be well graded, uniform, durable, commercial mix and not less than 5.5 % asphalt cement. No slumping loads, boils or slicks. Compaction by steel wheel roller having a minimum weight of 10 tons and shall continue until roller wheel marks are no longer discernible. Measure and payment to be by square yards based on 3 inches thick.

Item No. 4 8-Inch Concrete Culvert Pipe: Standard Specifications to apply except pipe to be extra strength. Trench Excavation to be included in price per foot.

Item No. 5 15-Inch Concrete Culvert Pipe: Standard Specifications to apply except connect existing drain pipes. Trench excavation to be included in price per foot.

Item No. 6 15-Inch Steel Arch Type Storm Sewer Pipe: Standard Specifications to apply, also connect existing 6 inch culvert pipe. Trench excavation to be included in price per foot.

Item No. 7 Concrete Inlets Type "B": Standard Specifications to apply.

Item No. 8 Concrete Inlets Type GB-1* Standard Specifications to apply.
*with Special Grates

Item No. 9 Concrete Walks and Surfacings: Standard Specifications to apply.

Item No. 10 Concrete Curbs: Standard Specifications to apply except price to include 3/4-0 Leveling Course under curb.

Item No. 11 Extra for Asphalt Approaches: Standard Specifications to apply.

DESCRIPTION OF WORK TO BE DONE

1. There is no clearing and grubbing as such.

2. Construct a 44 foot roadbed: 2 twelve foot travel lanes, 2 ten foot parkings and an 8 foot sidewalk approximately 112 feet on the south end (east side) and full length on the west side.

3. General Excavation, Unclassified of approximately 563 Cu. Yds. to be disposed of on City of Creswell property about 2400 feet South and West of the project. To be included in the price are Watering. removal and disposal of approximately 231 Sq. Yds. of concrete sidewalks and 51 Sq. Yds. of concrete pavement, 492 Sq. Yds. A.C. pavement, also finishing of roadbed and slopes.

4. Construct Plant Mix Cement Treated Base, 6 inches thick between the curbs.

5. Place 3 inches of Class "C" Asphaltic Contrete pavement (2 lifts of 1½ inches).

6. Furnish and place 8 inch Concrete Culvert Pipe. Trench excavation to be included in price per foot.

7. Furnish and place 15 inch Concrete Culvert Pipe on west side under sidewalks. Connect to existing catch inlet on south and new Type "B" concrete inlet on north. Connect drain pipes. Trench excavation to be included in price per foot.

8. Furnish and place 15 inch Steel Arch Type Sewer Pipe. Connect existing 6 inch concrete culvert pipe. Trench excavation to be included in price per foot.

9. Construct 1-Type "B" and 2-Type GB-1 Concrete Inlets, with Special Grates.

10. Construct concrete walks and surfacings and concrete curbs Type "A".

11. City of Creswell will be responsible for signing and barricading of street, also the moving of utilities.

Cost Summary

Creswell (1st Street) Section
City of Creswell
Lane County
Prefix 320-1459

No.	Item	Unit	Quantity (7.30 cy)	Unit Price	Amount
1	General Excavation, Unclass	Lump Sum	All	All	4111.25
2	Plant Mix Cement Treated Base, 6 inches thick	Sq. Yd.	1290	3.00	3870.00
3	Class "C" Asphaltic Concrete 3 inches thick	Sq. Yd.	1340	3.40	4556.00
4	8-Inch Concrete Culvert Pipe (includes Trench Exc.)	Lin. Ft.	65	4.50	292.50
5	15-Inch Concrete Culvert Pipe (includes Trench Exc.)	Lin. Ft.	285	6.00	1710.00
6	15-Inch Steel Arch Type Storm Sewer Pipe (includes Trench Exc.)	Lin. Ft.	58	7.00	406.00
7	Concrete Inlets, Type "B"	Each	1	300.00	300.00
8	Concrete Inlets, Type GB-1*	Each	2	350.00	700.00
9	Concrete Walks and Surfacings	Sq. Yds.	340	9.00	3060.00
10	Concrete Curbs	Cu. Yds.	32	100.00	3200.00
11	Extra for Asphalt Approaches	Each	2	100.00	200.00
	*with Special Grates				
		Total Grading, Surfacing & Paving			22,405.75

Additional Anticipated Items..

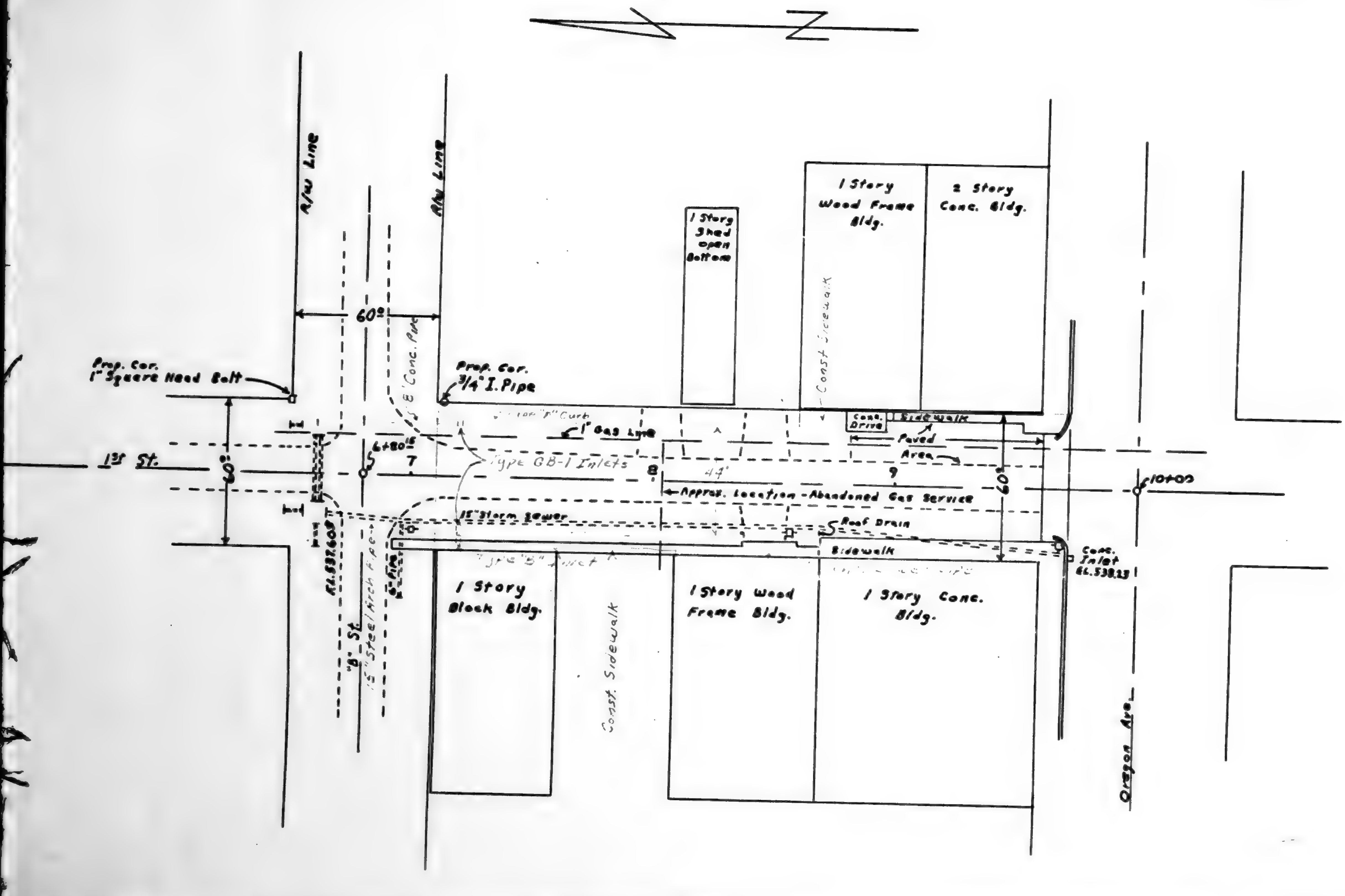
Flagging 300.00

Sub Total 22,705.75

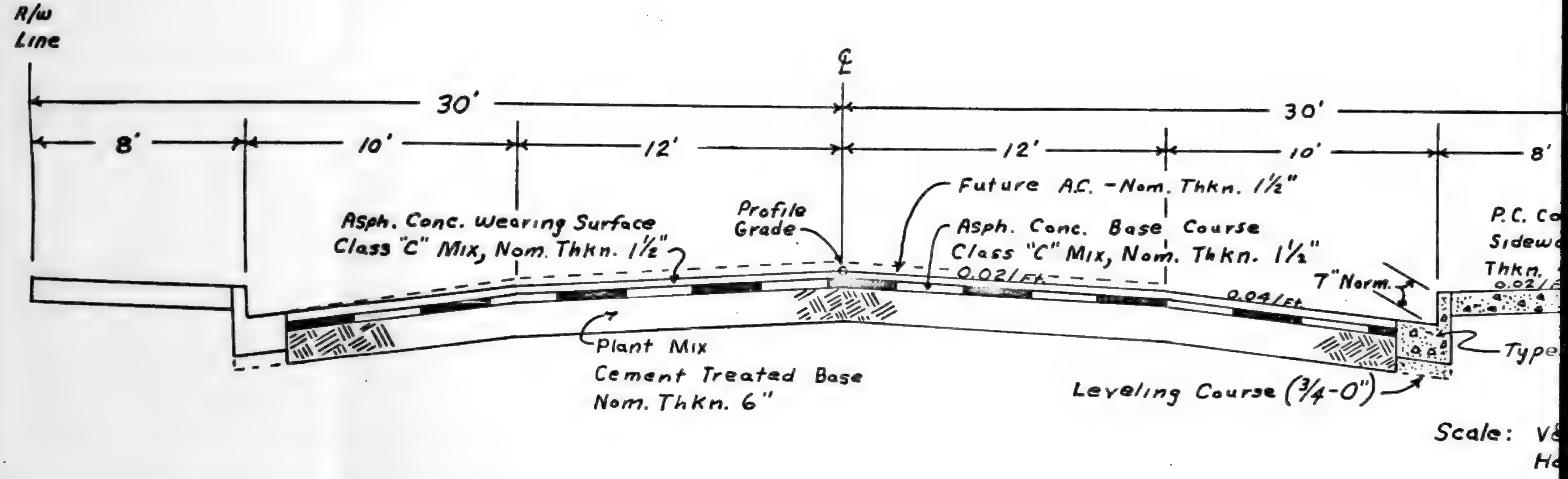
20% Engineering and Contingencies 4,541.05

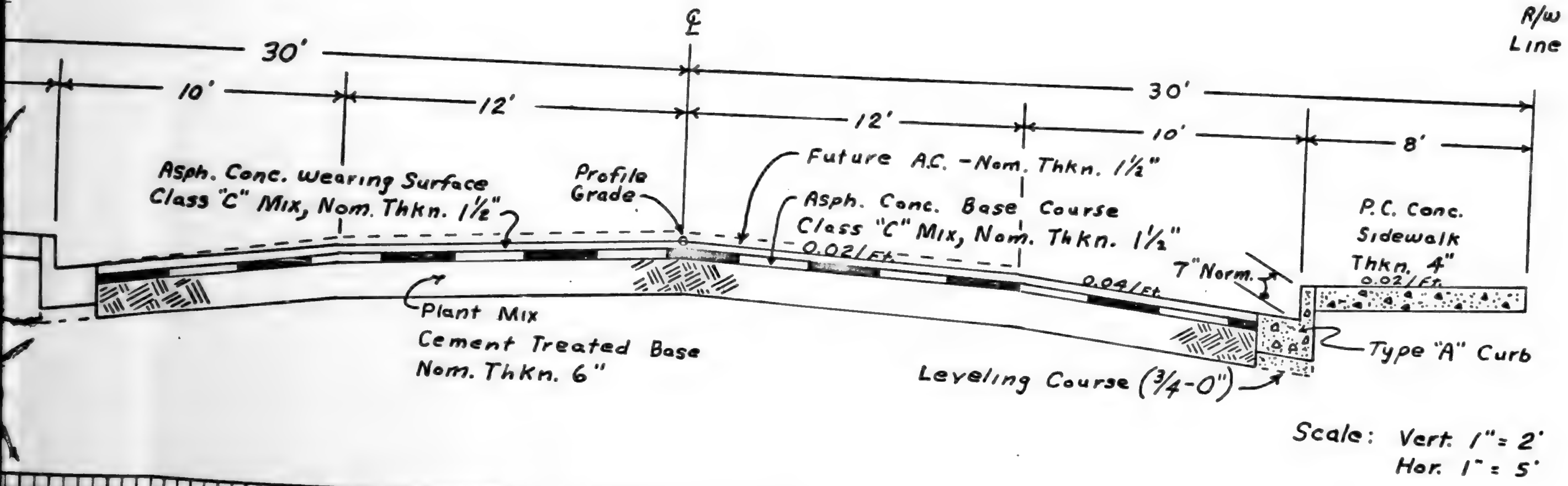
Total 27,246.80

8 | OREGON


R/W Line
R/W Line
60'
Prop. Cor. 1" Square Head Bolt
Prop. Cor. 3/4" I. Pipe
8" Conc. Pipe
Type "F" Curb
1" Gas Line
1st St.
60'
6+80.15
7
Type GB-1 Inlets
8
44'
9
← Approx. Location - Abandoned Gas Service
15" Storm Sewer
Roof Drain
El. 537.60
"B" St.
15" Steel Arch Pipe
6" Pipe
Type "B" Inlet
1 Story Block Bldg.
Const. Sidewalk
1 Story Shed open Bottom
1 Story Wood Frame Bldg.
2 Story Conc. Bldg.
Const. Sidewalk
Conc. Drive
Sidewalk
Paved Area
60'
Sidewalk
1 Story Wood Frame Bldg.
1 Story Conc. Bldg.
Conc. Inlet El. 538.23
10+03
Oregon Ave.
N

Scale: 1" = 50'


R/w
Line
30'
8'
10'
12'
℄
12'
10'
30'
8'
Future A.C. - Nom. Thkn. 1½"
Profile
Grade
Asph. Conc. Wearing Surface
Class "C" Mix, Nom. Thkn. 1½"
Asph. Conc. Base Course
Class "C" Mix, Nom. Thkn. 1½"
0.02/Ft.
0.04/Ft.
7" Norm.
P.C. Co
Sidew
Thkn.
0.02/F
Type
Plant Mix
Cement Treated Base
Nom. Thkn. 6"
Leveling Course (¾-0")
Scale: V
H


30'
10'
12'
℄
12'
30'
10'
8'
R/W Line
Asph. Conc. Wearing Surface Class "C" Mix, Nom. Thkn. 1½"
Profile Grade
Future A.C. - Nom. Thkn. 1½"
Asph. Conc. Base Course Class "C" Mix, Nom. Thkn. 1½"
0.02/Ft.
0.04/Ft.
7" Norm.
P.C. Conc. Sidewalk Thkn. 4"
0.02/Ft.
Plant Mix Cement Treated Base Nom. Thkn. 6"
Type "A" Curb
Leveling Course (¾-0")
Scale: Vert. 1" = 2'
Hor. 1" = 5'

80=B 8

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: 1st Street
Highway: City of Creswell
County: Lane
Prefix: 320-1459

Res. Engr. Ellis Jones
Approx. Length 0.063± mile
~~Sta.~~ "B" Ave. to ~~Sta.~~ Oregon Ave.
Date March 26, 1974

Mean Truck A.D.T. 35
Traffic Coefficient 6.4
18 kip s. a. per day 7.1

Annual Precipitation 48"± (Cottage Grove)
Frost Penetration - - - -
CBE Total Requirement 20.0"

(1)

Typical Soil

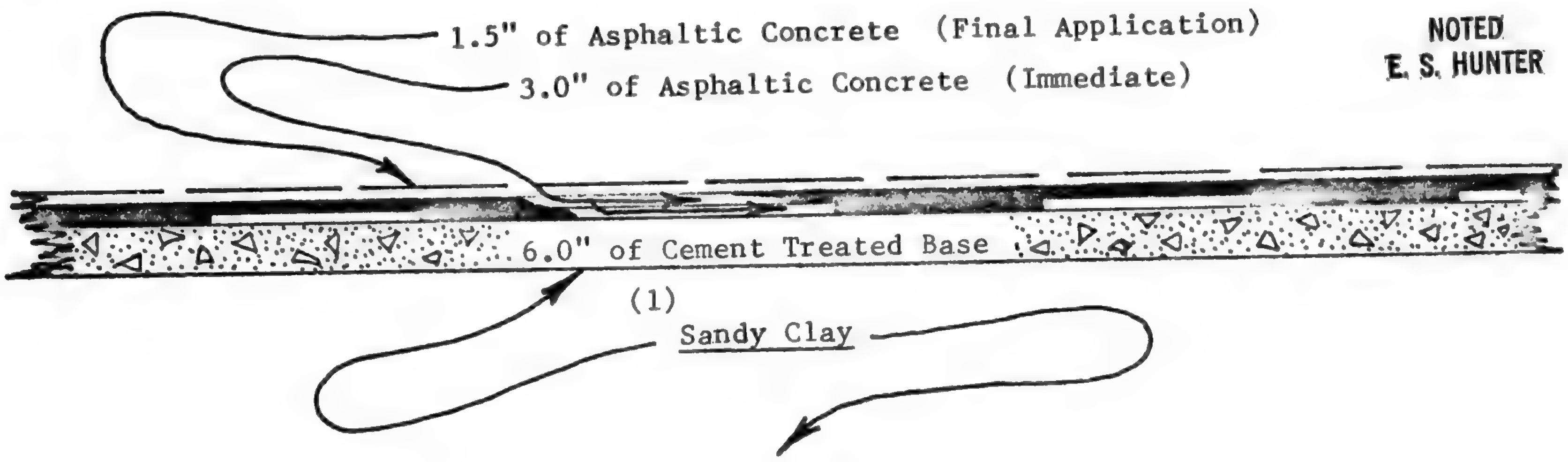
32	LL
10	PI
93	%P 10
64	%P 200
7	% Gravel
11	% C Sand
18	% F Sand
30	% Silt
34	% Clay
11	R Value
A-4	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
6.0	3.0	A.C. (I.)
11.0	6.0	C.T.B.
20.0	10.5	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application)
3.0" of Asphaltic Concrete (Immediate)
6.0" of Cement Treated Base
(1)
Sandy Clay

NOTED
E. S. HUNTER

See remarks on Page 2.

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by Victor D Moyle
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

RECEIVED
APR 4 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SECTION: 1st Street

HIGHWAY: City of Creswell

COUNTY: Lane

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
4.8 - 6.0	2.0"	---	13.5"	17.5"	15.5"
Cars Only	2.0"	---	8.5"	12.5"	10.5"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 5.5 and a C.B.E. Requirement of 17.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: 1st Street
HIGHWAY: City of Creswell
COUNTY: Lane

380 Present ADT (1974)
7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	13	1.7	22	18	450	8,100
3	10	1.7	17	14	1000	14,000
4	0	---	--	--	1250	- - -
5	2	1.7	3	3	3180	9,540
6	0	---	--	--	2570	- - -
				35 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 31,640
TWENTY YEAR EWL 632,800
TRAFFIC COEFFICIENT 6.4

SECTION: 1st Street

HIGHWAY: City of Creswell

COUNTY: Lane

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks:
5. Cost Comparisons: See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City preference.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.063± mile) project.

Traffic does not warrant the use of C.R.P.C.C.

aca

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 12, 1974

Creswell City Council
City Hall
Creswell, Oregon 97426

RECEIVED
COUNTY & CITY SECTION
MAR 15 1974
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Gentlemen:

There is in effect an agreement between the City of Creswell and the State, dated February 18, 1974, which covers improvement to First Street from Oregon Avenue to "B" Avenue.

Sidewalks are to be constructed on this project but are not covered by the agreement. The regulations governing these projects state that "Cities whose projects involve the construction of concrete curbs and sidewalks shall pay for these items at their own expense.

Sidewalks are proposed to be covered in paragraph 2 of the agreement under GENERAL DESCRIPTION OF PROJECT AND APPORTIONMENT OF COSTS by adding "and sidewalks" after "concrete curbs" as it appears throughout paragraph 2, i.e. "excepting concrete curbs and sidewalks."

If this proposal is acceptable to the City Council, please adopt a resolution authorizing the Mayor and Recorder to enter into and sign this letter. Forward three signed copies of the letter to Mr. H. S. Cox, County and City Engineer, State Highway Building, Salem 97310, and this letter will become a part of the agreement.

Very truly yours,

H. S. Cox
County and City Engineer

By Gary E. Zehner

Gary E. Zehner
Cities Engineer

APPROVED
CITY OF Creswell, Ore.
BY MAYOR Clyde C Holloman
BY RECORDER Ronald L. [illegible]
DATE March 14, 1974

GEZ:ljt

CC: AGREEMENT FILE

8028

February 22, 1974

City of Creswell
City Hall
Creswell, Oregon 97426

Attention: Ronald Hanson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7882

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to First Street from Oregon Avenue to "B" Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

RESOLUTION NO.____________

WHEREAS, THE STATE OF OREGON, acting by and through its State Highway Commission, has caused to be prepared and submitted to the CITY OF CRESWELL an agreement providing for the improvement of First Street from Oregon Avenue to B Avenue,

within the said City, by the terms of which agreement the State is to pay the costs not to exceed $25,000 and the City is to pay all costs in excess of $25,000 as its shareof the total cost of such improvement; and

Whereas, said agreement as submitted has been read in full to the Council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City of Creswell that the Mayor and Recorder are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing resolution was duly adopted by the Council of the City of Creswell on the 7 day of Jan., 1974.

Clyde C Halleman
Mayor

ATTEST:

Recorder

8028 8

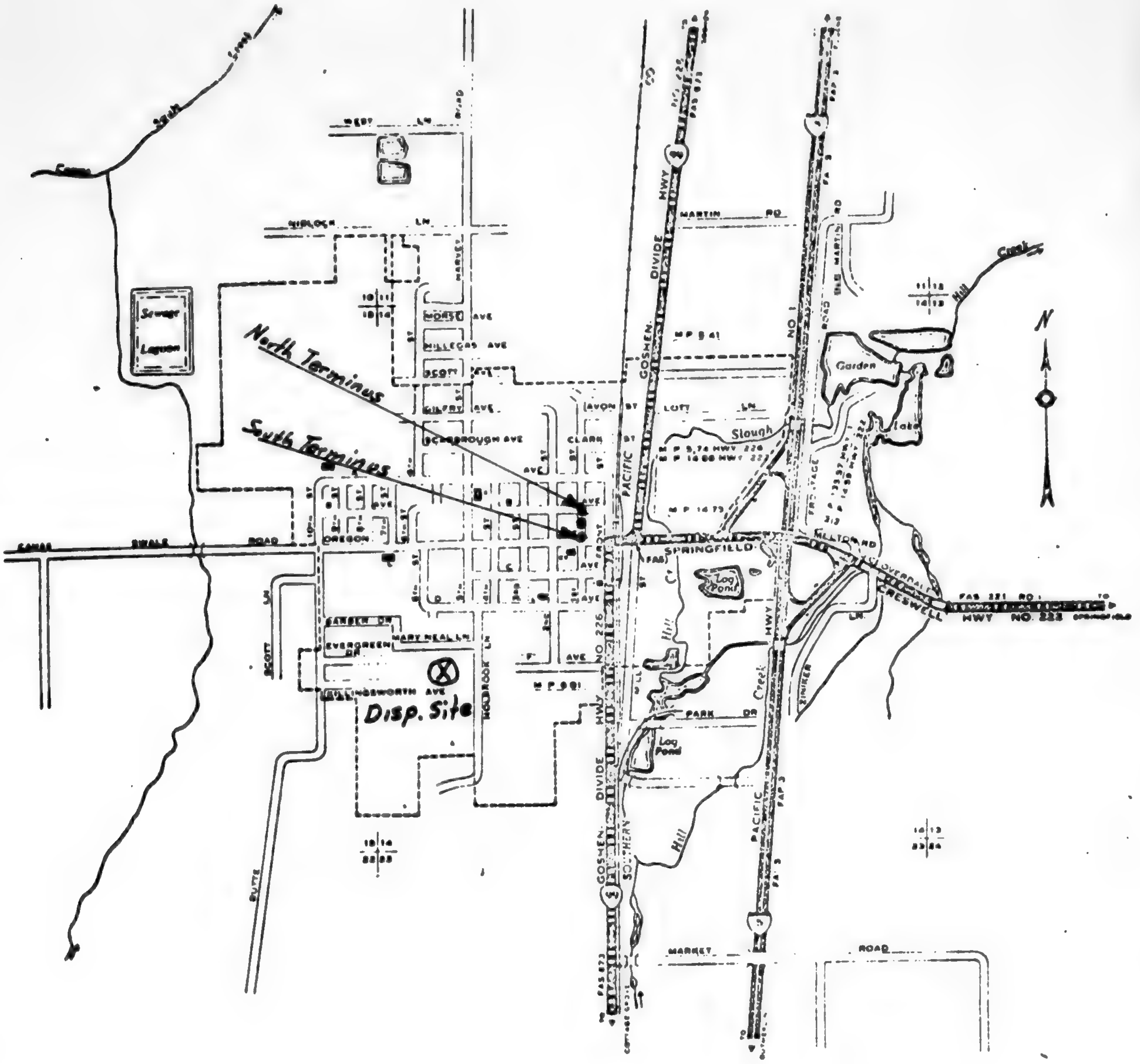
2-11-74

PREFIX 320-1459

LOCATION PROSPECTUS
CRESWELL (1st STREET) SECTION
CITY STREET
LANE COUNTY

HIGHWAY:	1st Street. A City street, not on State or Federal-aid system.
TERMINI:	From Oregon Avenue to "B" Avenue.
LENGTH:	0.11 mile.
PROGRAM:	Special City Allotment 1974 Funds with City participation in curbs and sidewalks.
NARRATIVE:	To prepare plans, specifications and estimates for improvement of the existing street. Soils investigations will be conducted. Drainage problems will be studied. An economic analysis is not needed at this time.
TYPICAL SECTIONL	40-foot-wide paved street with curbs and sidewalks.
MATERIAL:	Commercial sources.
ACCESS:	City jurisdiction.
AGREEMENT:	Routine Special City Allotment Project.
PARKS:	None affected.

Attach
February 11, 1974


North Terminus
Suth Terminus
Disp. Site
Sewage Lagoon
CAMAS SWALE ROAD
OREGON
SCOTT
BUTTE
HOLBROOK LN
HOLLINGSWORTH AVE
EVERGREEN DR
BARBER DR
MARY NEAL LN
PARK DR
Log Pond
Garden Lake
Hill Creek
Slough
SPRINGFIELD
CRESWELL HWY NO. 222
PACIFIC HWY
GOSHEN DIVIDE HWY NO. 226
SOUTHERN PACIFIC
MARKET ROAD
MARTIN RD
N

●●●● Proposed Project

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

CRESWELL

LANE COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,300

Scale in Feet

Revised November 1972

DEC [illegible]

Alfred Shirley (4)
F.B. Klaboe
E.S. Hunter
R.L. Schroeder
J.B. Boyd (3)
L.E. George
W.J. Hart (3)
C.T. Keasey
D.H. Moehring
J.H. Versteeg
V.D. Wolfe
L.H. Young
J.M. Cartwright (2)
R.N. Chase
H.S. Cox (2)
B.L. Gifford
W.N. Hackleman
J.D. McClure
A.D. Olson
R.E. Olson
Roger Trigstad
R. Wellbrock
J.A. Rowland
R.E. Royer
C.G. Swenson
W.H. Tebeau
F.E. Terpin
W.H. Wakerlig
G.C. Wills
F.W. Yarbrough (2)

RECEIVED
STATE HWY ENGR
FEB 12 '74
REFER TO
FOR
Info Inves R/D DIR Sign Act File

RECEIVED
STATE HWY ENGR
FEB 14 '74
REFER TO
FOR
Info Inves R/D DIR Sign Act File

[illegible]
NOTED
F. B. KLABOE

SCA

CITY OF CRESWELL
CRESWELL, OREGON
97426

October 18, 1973

RECEIVED
COUNTY & CITY SECTION
OCT 19 1973
☑ ENGR. ☑ [illegible] ☐ [illegible] ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox,
County and City Engineer,
Oregon State Highway Division,
Highway Building,
Salem, Oregon 97310

Attention: Mr. Gary E. Zehner, Cities Engineer:

Dear Sir:

Replying to your letter of August 27th, and with reference to your SCA investigation data showing a total estimated cost of $43,000.00 on our proposed project on North 1st Street and "B" Avenue.

This matter had been referred to our City Council and at their regular meeting on October 15th their recommendation was as follows:

That a difference of $18,000 (over the $25,000) would be more than we could handle. Further it was proposed that we eliminate the "B" Avenue portion of the project with the exception of whatever storm sewer installation would be required to tie in with the North First Street installation and maybe hold the total down to within the $25,000 limit. Further that we would be able and willing to provide funds up to $6000.00 covering costs of sidewalks, curbs and Gutters, etc.

If I can be of further service or help please call on me.

Yours truly,

Harold E. Peterson

Harold E. Peterson
City Recorder.

S.C.A. Investigation Data 1974 PROGRAM

City of CRESWELL Date 10-17-73 Div. 3
Population: 1968 1,100 1973 1,340
Street 1st Street from Oregon Avenue to "B" Avenue

No. previous projects 3
Last project 1968 (year)
Total SCA funds $56,053.99
Funds/capita $41.83
Average/capita $26.81

EXISTING
Surface now in place: A.C. ___ Oil x Gravel ___ Concrete ___
Surface width: 18 feet, Shoulder-shoulder width: Var feet
C-C width: - feet, R/W width: 60 feet
Remarks:

PROPOSED
Surfacing: A.C. x Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 8 feet, C-C width: 40 feet
BASE DESIGN: A.C. 3 inches, Leveling ___ inches, [illegible] Base [illegible] inches
Lime T.S.G. - inches, Blanket - inches, P.M.B.B. ___ inches
Length: 0.055 mile, 300 feet. Type curb: "A"
Remarks:

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	500
General excavation	c.y.	720	[illegible]	[illegible]
Finishing roadbed & slopes ($1,500)	mile	0.55		150
Trench excavation	c.y.	[illegible]	[illegible]	[illegible]
Watering	M-gal.	[illegible]	[illegible]	[illegible]
Level material (3/4-0)	c.y.			[illegible]
Base material ([illegible]	c.y.	[illegible]		[illegible]
Asphalt	ton	[illegible]	[illegible]	[illegible]
Binder	all	all	L.S.	[illegible]
Concrete inlets	each			600
Culvert pipe	lin. ft.		[illegible]	[illegible]
Concrete curbs	c.y.	[illegible]		[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]

*Items include 10% allowance

Total $ [illegible]
Perm. signing ($100/intersection)
Flagging
Total $
Engineering & contingencies (20%)
Total $
City's estimated share of survey
TOTAL ESTIMATED COST $

Mr. Harold E. Peterson
City Recorder
City Hall
Creswell, Oregon 97426

August 29, 1973

Dear Mr. Peterson:

It is planned to submit your proposed project on 1st Street and "B" Avenue, from Oregon Avenue to Front Street, to the Transportation Commission for consideration of construction (1974) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $43,000 for a 40-foot curbed street (see attached estimate). The State's share would be $25,000.

Should the Commission look with favor on your project, would the City of Creswell be willing and able to pay all costs of the project in excess of $25,000?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary

Gary E. Zehner
Cities Engineer

GEZ:lat
Att.

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
● UPF ☑ CE R RE ☒ RPE ☐

Mr. Harold E. Peterson
City Recorder
City Hall
Creswell, Oregon 97426

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Very truly yours,

H. S. Cox
County and City Engineer

By

Gary

Gary E. Zehner
Cities Engineer

GEZ:lat
Att.

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
● UPF ☑ CE ☑ RE ☒ RPE ☐

SCA

CITY OF CRESWELL
CRESWELL, OREGON
97426

June 29th, 1973

Mr. Gary E. Zehner,
Cities Engineer,
County and City Section,
Oregon State Highway Division,
405 State Highway Bldg.,
Salem, Ore. 97310

Dear Mr. Zehner:

To Supplement our conversation of about 1 week ago and to bring our application for participation in our 1974 street program under ORS 366.805 up to date.

Our City Council, our City Engineer and our Street Committe have all been contacted and the result is as follows:

Regarding the block on North 1st street, the recommendation is for a 40' paving strip down the center with a 24" standard Curb and gutter and a 8' sidewalk on both sides. Regarding the block on "B" street, the recommendation is for a 40' paved strip down the center with a 24" standard curb and gutter on both sides. No sidewalks as it is felt the foot traffic is not heavy enough to justify this. Regarding the encroachments, we talked about. It seems there is not a serious problem on the North side but there are problems on the south side. I enslose a copy of a letter from our city attorney to the owner of the property involved.

If I can be our further help please feel free to contact me.

Thank you.

Yours truly,

Harold E. Peterson
Harold E. Peterson

RECEIVED
COUNTY & CITY SECTION
JUL 2 - 1973
☑ ENGR. ☑ COOR. ☑ CE ☑ [illegible] ☑ [illegible]
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

MAYNARD WILSON
ATTORNEY AT LAW
11 South Sixth Street
COTTAGE GROVE, OREGON 97424

Keith W. Thompson
[redacted]
Associate

Area Code 503
942-2123

June 27, 1973

Darwin Smith
95 North Front St.
Creswell, Ore.

Dear Mr. Smith:

Some time ago I wrote you on behalf of the City of Creswell concerning the old building on your property on "B" Avenue. At that time the matter was not pursued because the City did not have an accurate survey of the building's location. A new survey has been completed and a copy is enclosed herewith. As you may know, the City has applied for State funds to pave the street and it is necessary for anything extending into the street be removed. You will note that not only does the building extend into the street, but your fence is also about one foot over the line. The City Council has voted to require you to remove these encroachments from the street within 60 days.

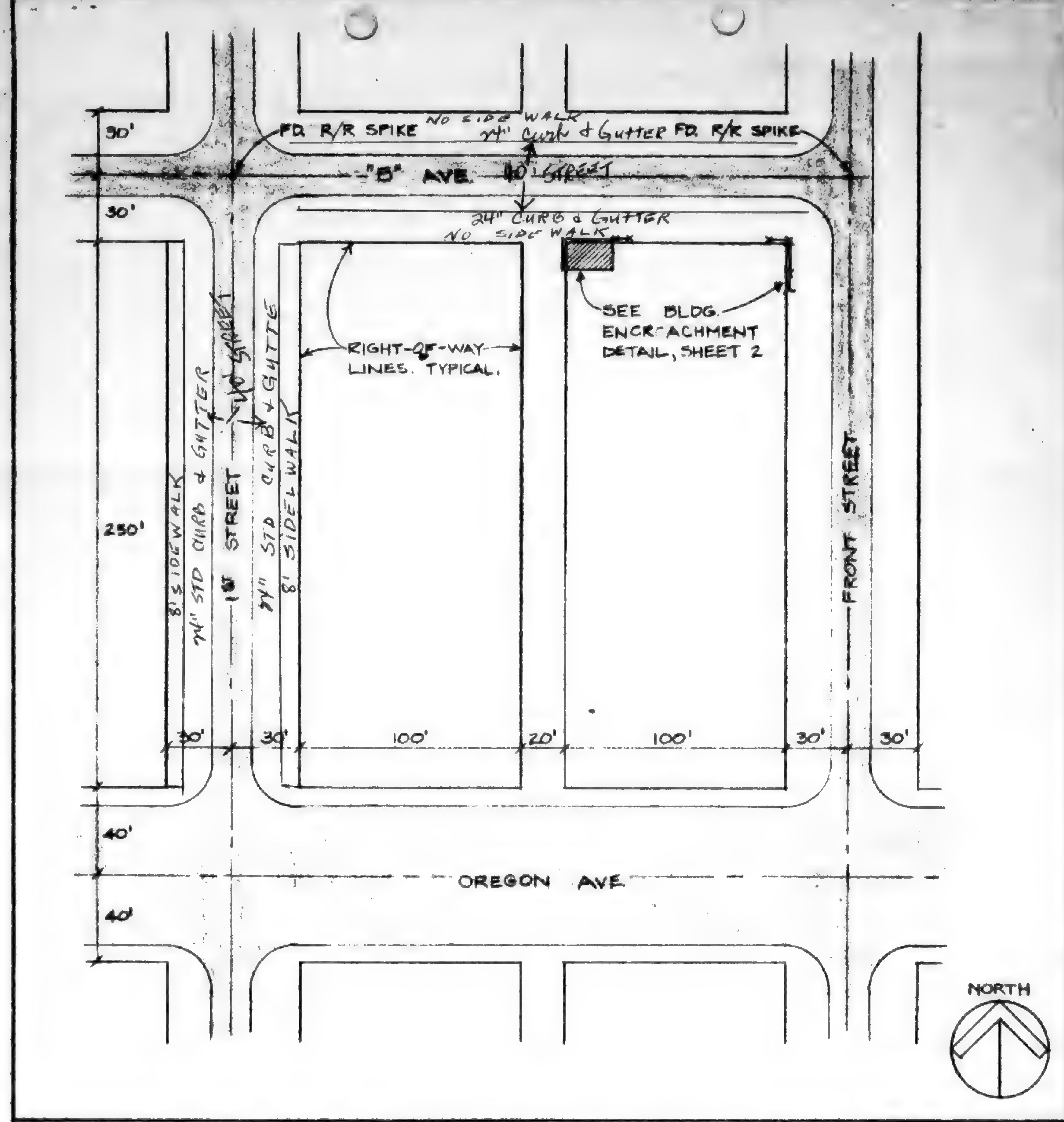
As an additional item of information, you should know that the paving will be without cost to you so far as the street portion is concerned. However, you will have to pay for the curb and gutter and sidewalk if the City should require one although this has not been decided at this time.

Very truly yours,

Maynard Wilson

MAYNARD WILSON,
Creswell City Attorney

MW:mls
Encl.
cc: Creswell City Recorder



30'
FD. R/R SPIKE
NO SIDE WALK
24" Curb & Gutter
FD. R/R SPIKE
"B" AVE.
40' STREET
30'
24" CURB & GUTTER
NO SIDE WALK
SEE BLDG. ENCROACHMENT DETAIL, SHEET 2
RIGHT-OF-WAY LINES. TYPICAL.
8' SIDEWALK
24" STD CURB & GUTTER
1ST STREET
40' STREET
24" STD CURB & GUTTER
8' SIDEWALK
FRONT STREET
250'
30'
30'
100'
20'
100'
30'
30'
40'
OREGON AVE.
40'
NORTH

REV	DATE	BY	DESCRIPTION

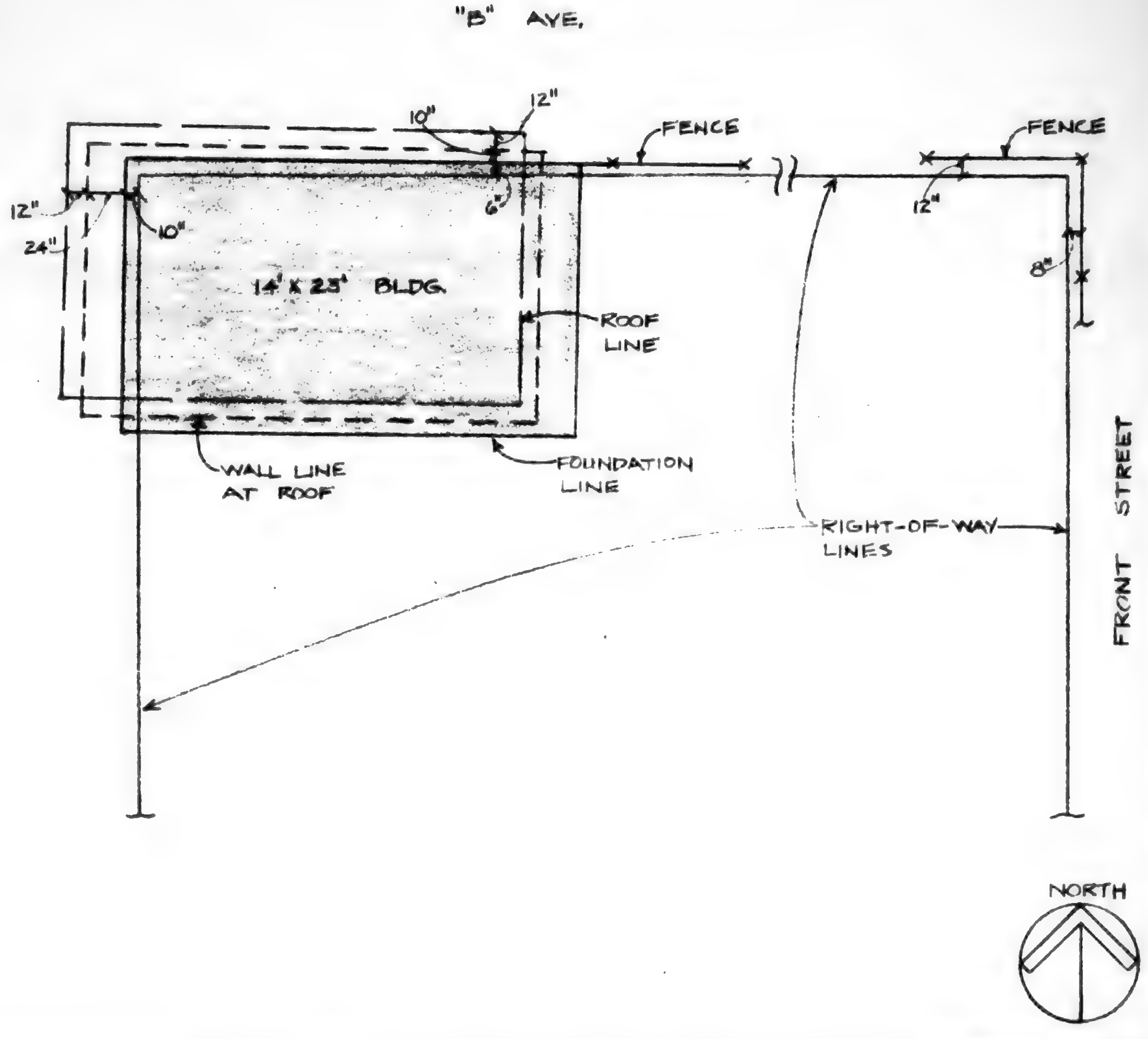
MARQUESS & MARQUESS
CONSULTING ENGINEERS
CENTENNIAL BLVD. & RAINBOW DR.
SPRINGFIELD, OREGON - PH 747-1261

DESIGN: W.D.G.
DRAWN: W.G.W.
CHECKED:
DATE: 6-25-73
SCALE: 1" = 60'
PROJECT: 87-17

PROJECT:
"B" AVE & 1ST STREET IMPROVEMENTS
CITY OF CRESWELL, OREGON

PLAN
SHEET 1 OF 2

3368
ROBERT F. MARQUESS


"B" AVE.
10"
12"
FENCE
FENCE
12"
24"
10"
6"
12"
8"
14' X 23' BLDG.
ROOF LINE
WALL LINE AT ROOF
FOUNDATION LINE
RIGHT-OF-WAY LINES
FRONT STREET
NORTH

DESIGN : W.D.G.	DATE: 6-25-73
DRAWN : W.G.W.	SCALE 1/8" = 1'-0"
CHECKED:	PROJECT 87-17

REV. DATE BY DESCRIPTION

MARQUESS & MARQUESS
CONSULTING ENGINEERS
CENTENNIAL BLVD. & RAINBOW DR.
SPRINGFIELD, OREGON - PH. 747-1261

PROJECT:
"B" AVE & 1st STREET
IMPROVEMENTS
CITY OF CRESWELL, OREGON

BLDG. ENCROACHMT DTL. SHEET 2 OF 2

2386
ROBERT F. MARQUESS

S.C.A. Investigation Data

1974 PROGRAM

City of Creswell Date 7-26-73 Div. 3
Population: 1968 1100 1973 1,340
Street 1st Street from Oregon Ave. to "B" Ave. & "B" Ave. from 1st Street to Front Street.

No. previous projects 3
Last project 1968 (year)
Total SCA funds $56,053.99
Funds/capita $41.83
Average/capita $26.81

EXISTING

Surface now in place: A.C. ___ Oil x Gravel ___ Concrete ___
Surface width: 18 feet, Shoulder-shoulder width: Var. feet
C-C width: — feet, R/W width: 60 feet
Remarks:

PROPOSED

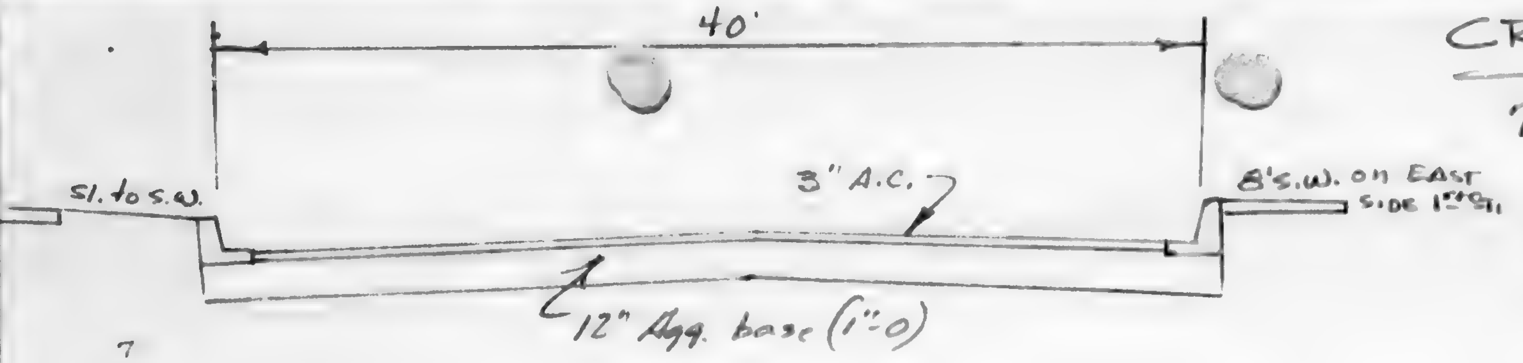
Surfacing: A.C. x Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 8 feet, C-C width: 40 feet
BASE DESIGN: A.C. 3 inches, Leveling — inches, Agg. Base 12 inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.11 mile, 600 feet. Type curb: Type "A"
Remarks:

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	500
General excavation	c.y.	1,830	[illegible]	[illegible]
Finishing roadbed & slopes ($1,500)	mile	[illegible]		175
Trench excavation	c.y.	160	[illegible]	[illegible]
Watering	M-gal.	[illegible]	[illegible]	[illegible]
Level material (3/4-0)	c.y.	—		
Base material [illegible]	c.y.	[illegible]	[illegible]	[illegible]
Asphalt	ton	[illegible]	15	[illegible]
Binder	all	all	L.S.	
Concrete inlets	each	[illegible]	[illegible]	1,400
Culvert pipe [illegible]	lin. ft.	[illegible]	[illegible]	3,000
Concrete curbs	c.y.	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	2	[illegible]	[illegible]

*Items include 10% allowance

Total	$[illegible]
Perm. signing ($100/intersection)	
Flagging	
Total	$[illegible]
Engineering & contingencies (20%)	[illegible]
Total	$[illegible]
City's estimated share of survey	[illegible]
TOTAL ESTIMATED COST	$[illegible]

[illegible]


40'
3" A.C.
Sl. to S.W.
8' S.W. on EAST SIDE
12" Agg. base (1'-0)

CRESWELL

7-25-73

0.11 MILES
600 FEET

7
3
12
22'

1st ½ ONLY

Gen. Exc. = $1.83 \times \frac{41}{27} \times 600 \times 1.1$ = 1,835 C.Y. — 920 C.Y.

260'
80'
50
40'
80'
40'
[illegible]

Tr. Exc. = $\frac{550' \times 3.0}{27} \times 2.5 \times 1.1$ = 168 C.Y. — 55 C.Y.

Agg. Base = $1.0 \times \frac{41 \times 600}{27} \times$ [illegible] = 1,304 C.Y. — 650 C.Y.

Watering = 0.0275 × 1304 × 1.1 = [illegible] — 20 M-Gal.

A.C. = [illegible] × 6.0 = 452 Tons — 241 Tons

Primer = #/100 × 40 × [illegible] = [illegible] — [illegible]

Inlets = 7 — 4

12" [illegible] [illegible] — [illegible]

[illegible] × 1.1 = [illegible] — [illegible]

[illegible] = [illegible] — [illegible]

[illegible] — [illegible]

6-20-73 [illegible]30 pm.
4:30 pm.

70-3 69406 69593

CRESWELL - Mr. Peterson

Met with Mr. Peterson, went over data forms. They would like a project similar to 1968 Job. Traffic consists of delivery trucks, employee buses, and [illegible] to Grocery store. [illegible] Drainage should flow from Green Ave. north & east to R.R. ditch. Intersection [illegible] should be paved [illegible] drainage on Green Ave.

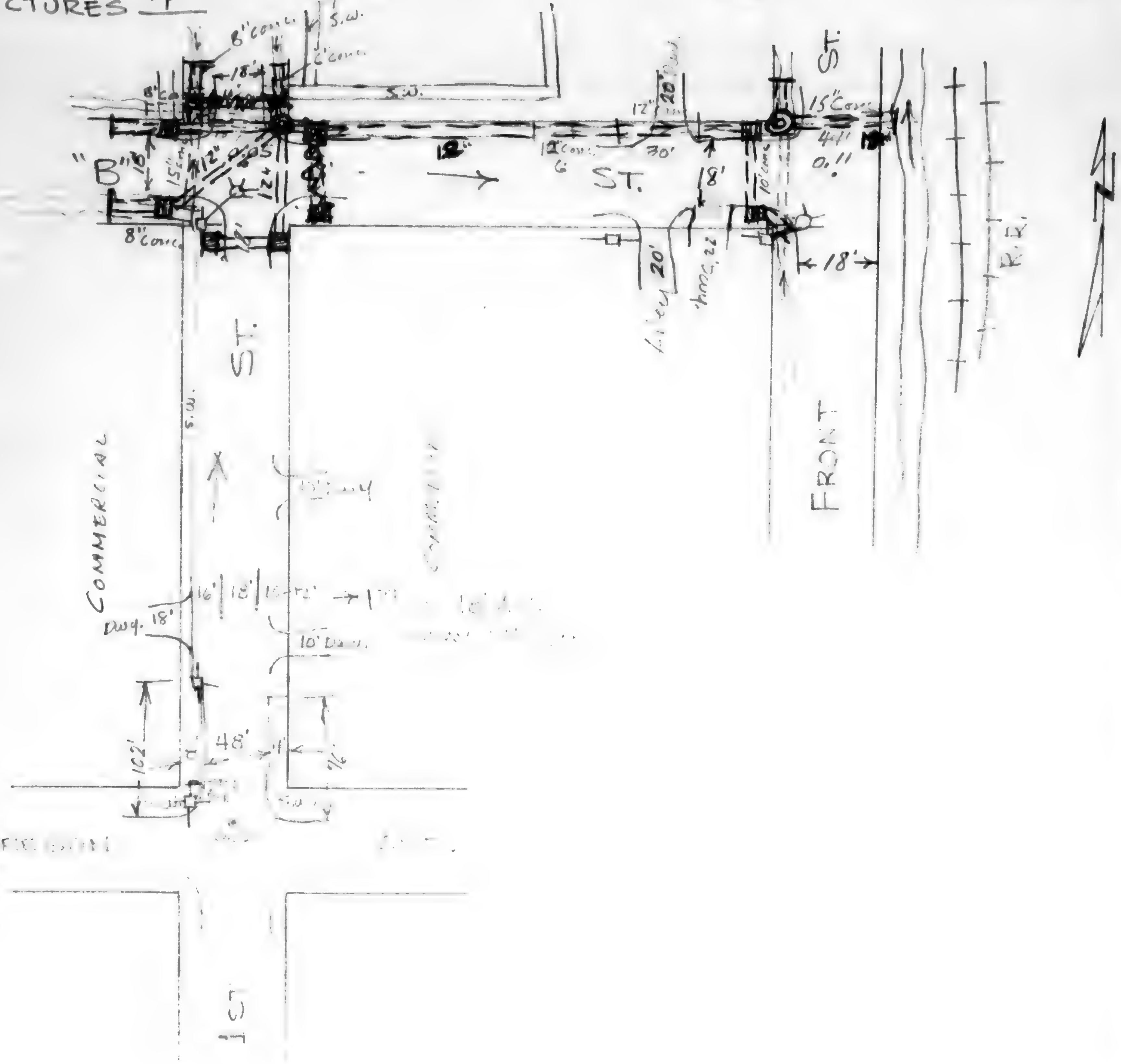
[illegible]

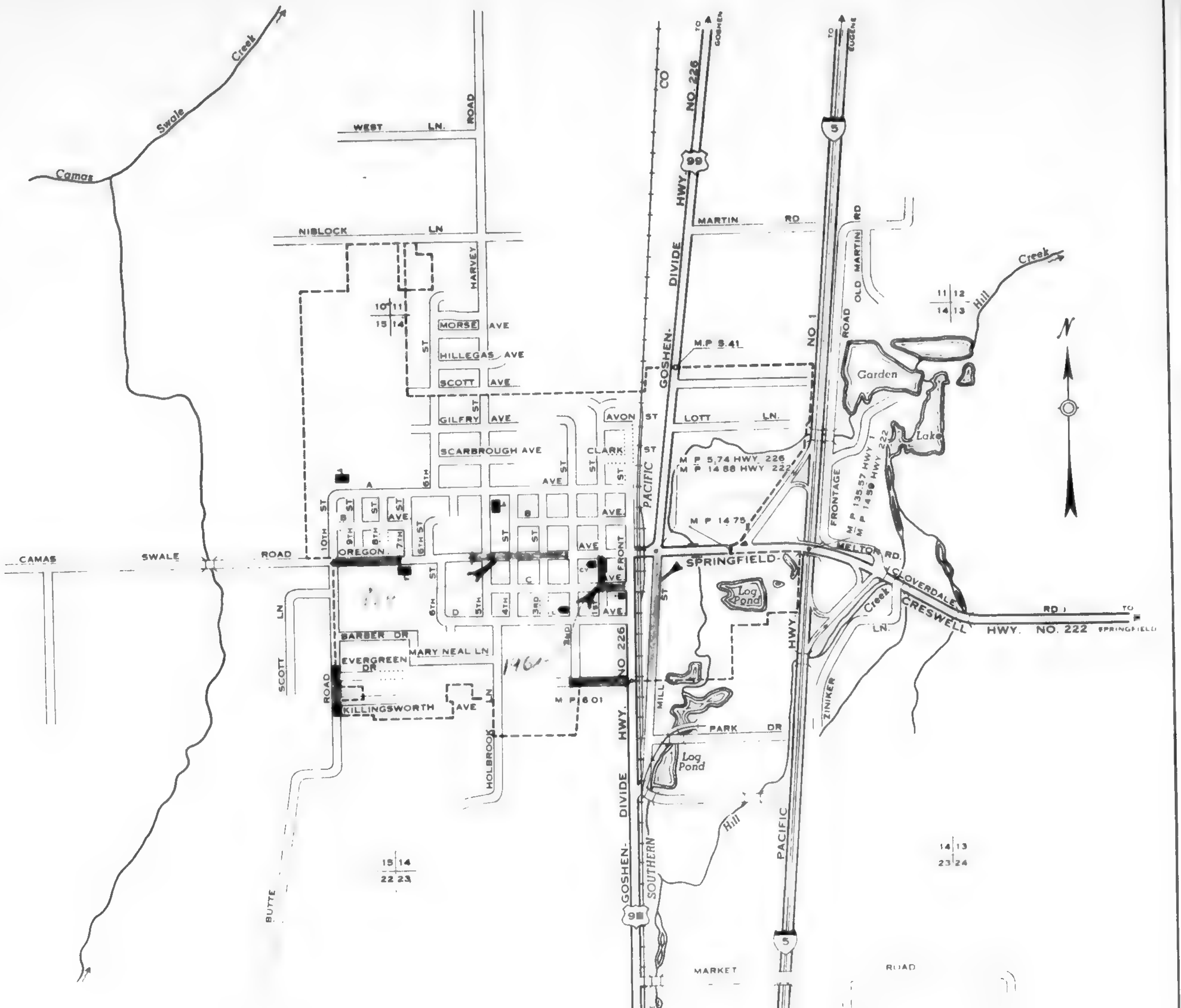
[illegible]

CRESWELL

PICTURES 4

6-20-73


8" Conc.
S.W.
6" Conc.
18'
8" Conc.
S.W.
"B"
10'
15"
12"
0.05
12"
8" Conc.
12"
12" Conc.
6'
ST.
30'
12"
20' Dwy.
18'
10" Conc.
15" Conc.
4.4'
0.11
ST.
18'
20'
Alley
Dwy. 22'
FRONT
R.R.
N
ST.
S.W.
COMMERCIAL
16'
18'
Dwy. 18'
10' Dwy.
102'
48'
96'
ST.


Camas
Swale
Creek
WEST LN.
ROAD
NIBLOCK LN
HARVEY
MORSE AVE
HILLEGAS AVE
SCOTT AVE
GILFRY AVE
SCARBROUGH AVE
AVON ST
CLARK ST
LOTT LN.
MARTIN RD
OLD MARTIN RD
CAMAS SWALE ROAD
OREGON
10TH
9TH ST
8TH ST
7TH
6TH ST
5TH
4TH
3RD
2ND
1ST
FRONT
SPRINGFIELD
MELTON RD.
CLOVERDALE
CRESWELL HWY. NO. 222
TO SPRINGFIELD
BARBER DR
MARY NEAL LN
EVERGREEN DR
KILLINGSWORTH AVE
HOLBROOK LN
SCOTT LN
BUTTE
PARK DR
MILL ST
Log Pond
Log Pond
Garden
Lake
Hill
Creek
FRONTAGE ROAD
ZINIKER LN.
NO. 1
PACIFIC HWY.
GOSHEN-DIVIDE HWY. NO. 226
PACIFIC
SOUTHERN
CO
TO GOSHEN
TO EUGENE
5
99
M.P. 5.41
M.P. 5.74 HWY. 226
M.P. 14.88 HWY. 222
M.P. 14.75
M.P. 135.57 HWY. 1
M.P. 14.98 HWY. 222
M.P. 6.01
MARKET ROAD
TO COTTAGE GROVE
TO
N
10 11
15 14
11 12
14 13
15 14
22 23
14 13
23 24
1961

SIGNED ROUTES

INTERSTATE
U S
ORE

LEGEND

- Post Office
- School
- R. R Depot
- Public Bldg.
  - CY City Hall
  - CT Court House
  - A Armory
  - L - Library

Street open for travel

Street dedicated but not open

--- City Limits.

CRESWELL

LANE COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS

Population 950

Scale in Feet

400 0 400 800

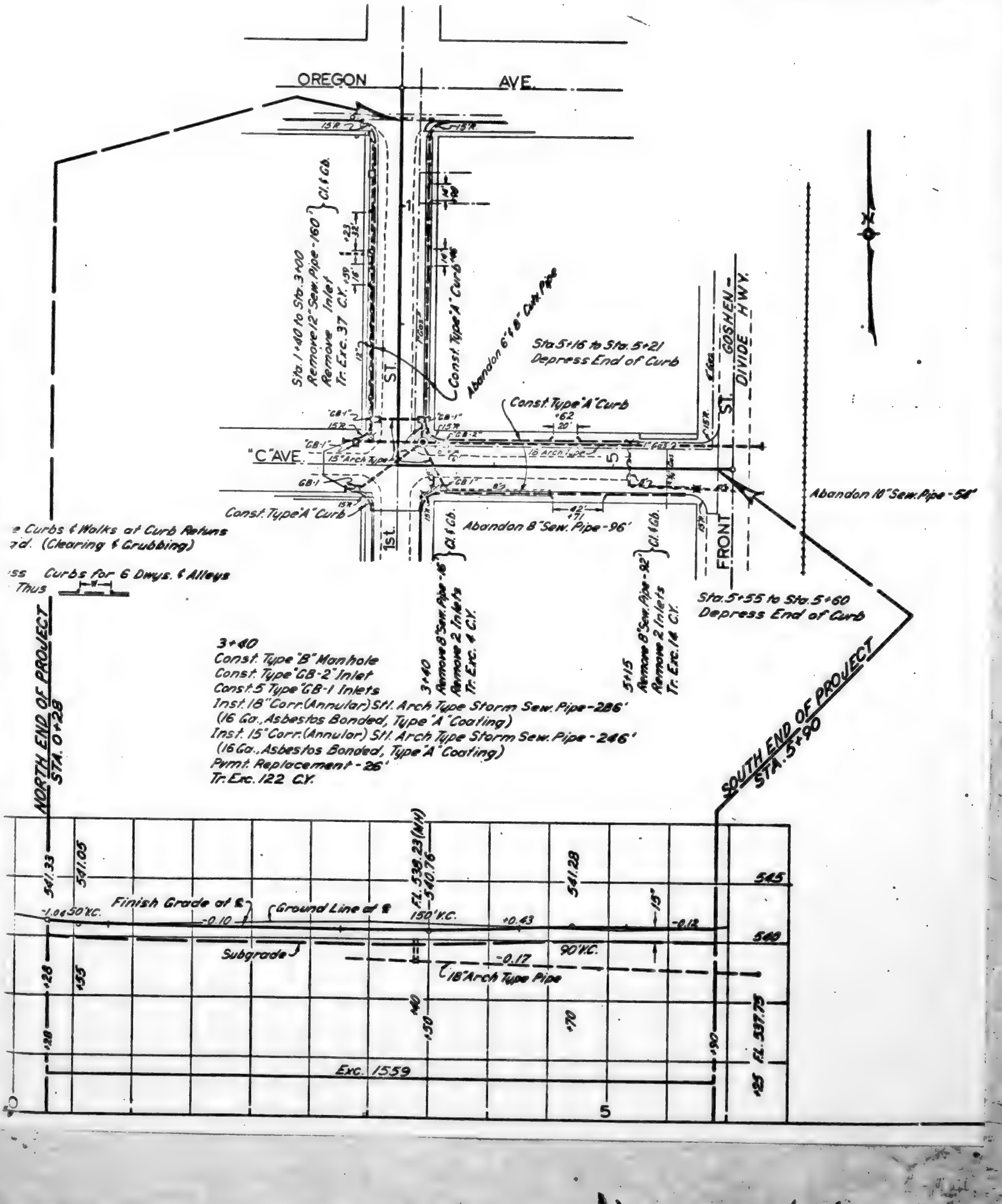
Revised November 1967

9V-292

OREGON STATE HIGHWAY DEPARTMENT GRADING & PAVING CRESWELL (1st. St. & "C" AVE.) SEC. CITY STREET LANE COUNTY				Sheet No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEET
8	OREGON	STATE	APRIL 1968	1

Overall Length of Project 0.11 Mile

To be Accompanied by Drg. Nos. 2050 } Misc. Structs
2050A
2105 Conc. Inlets
2077 Conc. Curbs



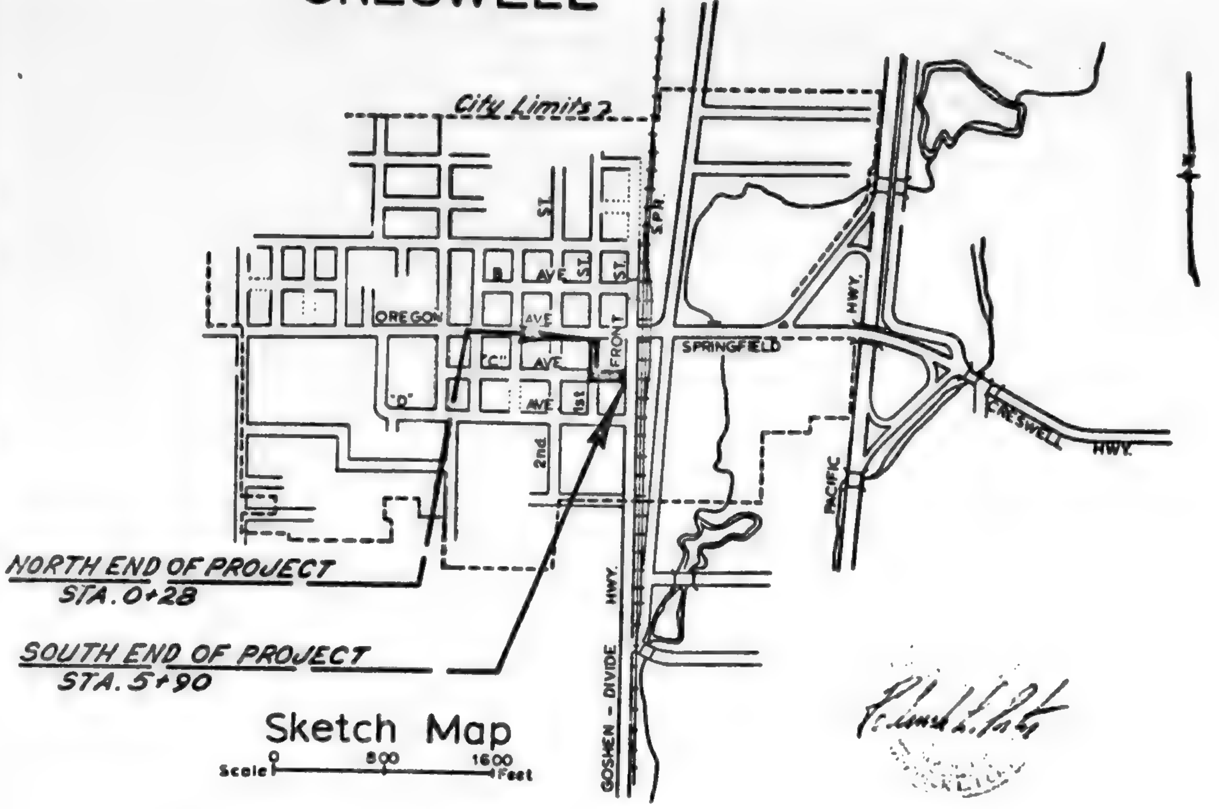
OREGON
AVE.
"C" AVE.
1st.
ST.
FRONT
ST.
GOSHEN-DIVIDE HWY.
Sta. 1+40 to Sta. 3+00
Remove 12" Sew. Pipe - 160" } Cl. & Gb.
Remove Inlet
Tr. Exc. 37 C.Y.
Const. Type "A" Curb
Abandon 6" & 8" Cem. Pipe
Sta. 5+16 to Sta. 5+21
Depress End of Curb
Const. Type "A" Curb
+62
20'
18" Arch Pipe
15" Arch Pipe
GB-1
GB-2
15'R.
5
Abandon 10" Sew. Pipe - 58'
Const. Type "A" Curb
Abandon 8" Sew. Pipe - 96' } Cl. & Gb.
} Cl. & Gb.
Sta. 5+55 to Sta. 5+60
Depress End of Curb
3+40
Remove 8" Sew. Pipe - 16'
Remove 2 Inlets
Tr. Exc. 4 C.Y.
5+15
Remove 8" Sew. Pipe - 92'
Remove 2 Inlets
Tr. Exc. 14 C.Y.
NORTH END OF PROJECT
STA. 0+28
SOUTH END OF PROJECT
STA. 5+90
541.33
541.05
Fl. 538.23 (MH)
540.76
541.28
545
540
Finish Grade at ℄
Ground Line at ℄
-1.04 50' V.C.
-0.10
150' V.C.
+0.43
-0.12
15"
Subgrade
-0.17
90' V.C.
18" Arch Type Pipe
+28
+35
+40
+30
+70
+90
+25 Fl. 537.75
Exc. 1559
0
5

...e Curbs & Walks at Curb Returns
...d. (Clearing & Grubbing)

...ss Curbs for 6 Dwys. & Alleys
Thus

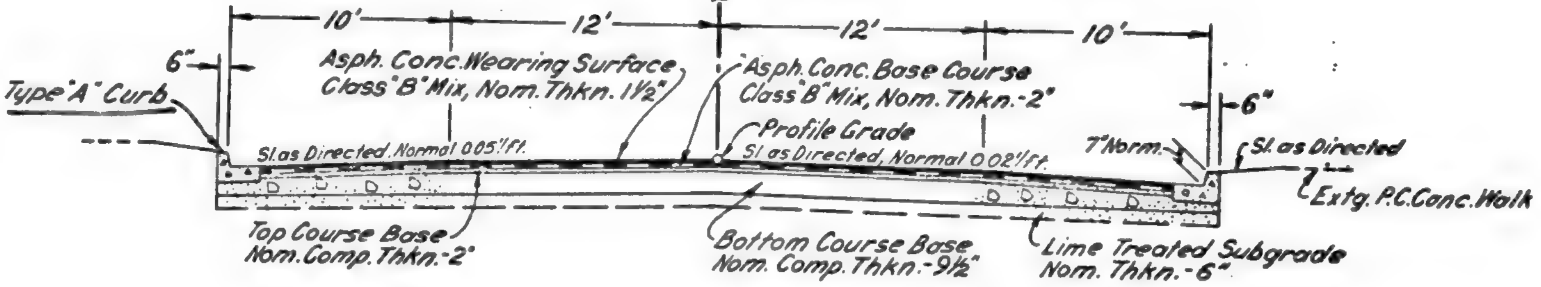
3+40
Const. Type "B" Manhole
Const. Type "GB-2" Inlet
Const. 5 Type "GB-1" Inlets
Inst. 18" Corr. (Annular) Stl. Arch Type Storm Sew. Pipe - 286'
(16 Ga., Asbestos Bonded, Type "A" Coating)
Inst. 15" Corr. (Annular) Stl. Arch Type Storm Sew. Pipe - 246'
(16 Ga., Asbestos Bonded, Type "A" Coating)
Pvmt. Replacement - 26'
Tr. Exc. 122 C.Y.

CRESWELL


City Limits
B AVE
OREGON AVE
"C" AVE
"D" AVE
ST.
FRONT ST.
1st
2nd
S.P.R.R.
SPRINGFIELD
HWY.
PACIFIC
CRESWELL HWY.
GOSHEN - DIVIDE HWY.
NORTH END OF PROJECT
STA. 0+28
SOUTH END OF PROJECT
STA. 5+90
N
Scale 0 800 1600 Feet

Sketch Map

TYPICAL SECTION


℄
10'
12'
12'
10'
6"
6"
Type "A" Curb
Asph. Conc. Wearing Surface
Class "B" Mix, Nom. Thkn. 1½"
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. - 2"
Profile Grade
Sl. as Directed. Normal 0.05'/Ft.
Sl. as Directed, Normal 0.02'/Ft.
7" Norm.
Sl. as Directed
Extg. P.C. Conc. Walk
Top Course Base
Nom. Comp. Thkn. - 2"
Bottom Course Base
Nom. Comp. Thkn. - 9½"
Lime Treated Subgrade
Nom. Thkn. - 6"

SUMMARY

ITEM	UNIT	NET QUANT.	ALLOW.	TOTAL
Temporary Protection and Direction of Traffic	All	All		All
Clearing and Grubbing	All	All		All
General Excavation, Unclassified	Cu. Yd.	1,559	161	1,720
Trench Excavation	Cu. Yd.	177	23	200
Watering	M-Gal.	33	7	40
Pavement Replacement	Lin. Ft.	26	4	30
Lime Treated Subgrade	Sq. Yd.	2,810	280	3,090
Lime for Treated Subgrade	Ton	32	4	36
¾"-0 Material in Base	Cu. Yd.	221	19	240
Stone Base	Cu. Yd.	1114	116	1,230
Class "B" Asphalt Concrete	Ton	597	63	660
15-inch Steel Arch Type Storm Sewer Pipe	Lin. Ft.	246	24	270
18-inch Steel Arch Type Storm Sewer Pipe	Lin. Ft.	286	28	314
Concrete Manhole	One	1		1
Concrete Inlets, Type "GB-1"	One	5		5
Concrete Inlets, Type "GB-2"	One	1		1
Concrete Curbs	Cu. Yd.	59	5	64
Extra for A.C. Concrete	One	2	1	3

Creswell (1st Street and "C" Avenue) Section
Grading and Paving

NO.	ITEM AND QUANTITY		UNIT	UNIT PRICE	AMOUNT
001	TEMPORARY PROTECTION AND DIRECT OF TRAF	1.000	LUMP SUM	700.0000	700.00
002	CLEARING AND GRUBBING	1.000	LUMP SUM	750.0000	750.00
003	GENERAL EXCAVATION UNCLASSIFIED	1,720.000	CU YDS	.6700	1,152.40
004	TRENCH EXCAVATION	200.000	CU YDS	1.3500	270.00
005	WATERING	40.000	M-GALS	2.7500	110.00
006	PAVEMENT REPLACEMENT	30.000	LIN FT	5.5000	165.00
007	LIME TREATED SUBGRADE	3,090.000	SQ YDS	.3300	1,019.70
008	LIME FOR TREATED SUBGRADE	36.000	TONS	34.5000	1,242.00
009	3/4IN-0 MATERIAL IN BASE	240.000	CU YDS	3.2000	768.00
010	STONE BASE	1,230.000	CU YDS	2.5700	3,161.10
011	CLASS B ASPHALT CONCRETE	660.000	TONS	7.1800	4,738.80
012	15-INCH STEEL ARCH-TYPE STORM SEWER P	270.000	LIN FT	6.5500	1,768.50
013	18-INCH STEEL ARCH-TYPE STORM SEWER P	314.000	LIN FT	7.4000	2,323.60
014	CONCRETE MANHOLES	1.000	ONLY	225.0000	225.00
015	CONCRETE INLETS TYPE GB-1	5.000	ONLY	97.5000	487.50
016	CONCRETE INLETS TYPE GB-2	1.000	ONLY	115.0000	115.00
017	CONCRETE CURBS	64.000	CU YDS	38.5000	2,464.00

Creswell (1st Street and "C venue) Section

Sheet 2

NO.	ITEM AND QUANTITY		UNIT	UNIT PRICE	AMOUNT
018	EXTRA FOR A C CONC APPROACHES	3.000 ONLY		20.0000	60.00
	MCKENZIE ROAD + DRIVEWAY CO EUGENE			Total Amount of Contract	21,520.60

Looking N. on 1st ST.

CRESWELL 6-20-73

At Oregon Ave.

Looking S. on 1st ST.

CRESWELL 6-20-73

At "B" ST.

Looking E. on "B" ST.

CRESWELL 6-20-73

At 1st ST.

Looking W. on "B" ST.

CRESWELL 6-20-73

SCA

CITY OF CRESWELL
CRESWELL, OREGON
97426

June 18th, 1973

Mr. H. S. Cox,
County and City Engineer,
Oregon State Highway Dept.,
Highway Bldg.,
Salem, Oregon.

Dear Sir:

Enclosed, herewith, find completed Project Data requested by you in your letter of June 12th. I am very sorry to apparantly having defaulted in getting this back to you as of your first request. However, I have no record of having received this nor do I have any recollection of it.

Thanking you kindly.

Yours truly,

Harold E. Peterson
Harold E. Peterson,
City Recorder.

RECEIVED
COUNTY & CITY SECTION
JUN 19 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

SCA

PROJECT DATA, CITY OF CRESWELL Date JUNE 14-1973

To be financed by Special City Allotment Fund and necessary city funds.

Street name NORTH FIRST STREET AND WEST B STREET
(Locate project on attached map.)

Project length 560'

DESIRED STREET SECTION:

Standard roadway; width of travel way: ~~20~~ 24 feet, width of shoulders: 10 feet

Curbed section; width curb to curb: ~~40~~ 44 feet

Remarks CURBS EXTEND ONLY PART OF THE DISTANCE

Surface now in place: Oil ____ Paving ✓ Gravel ____

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No ✓

State to furnish right-of-way descriptions? Yes ____ No ✓

Give width of intersecting streets: OREGON AVE ON SOUTH- 80' FRONT ST ON EAST 60'

Are intersecting streets curbed? Yes ✓ No ✓ ORE AVE- YES FRONT ST- NO

Remarks

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place" Yes ____ No ✓

Width between present curbs: ____ feet

City to construct curbs? Yes ~~✓~~ No ____ IF STATE ~~WONT DO IN PROJECT~~

To be constructed as part of project? Yes ✓ No ____

Length of desired radius on curb returns: STD feet

Does city desire special type of curbs? Yes ____ No ✓

Explain: Type [illegible]

SIDEWALKS (All new sidewalks to be constructed at City's expense.) - - - - - -

Are sidewalks now in place? Yes____ No ✓

Present sidewalks, Length: ________feet; Width: ________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes ✓ PARTIAL No____

Width of sidewalks to be constructed: 6 or 8 feet on 1st ST.

Are sidewalks to be constructed only on one side of street? Yes____ No ✓

Are sidewalks to be constructed on both sides of street? Yes ✓ No____

Give: Length to be constructed and On which side of street

1st ST 500 feet N.___ S.___ E. ✓ W. ✓

B ST 480 feet ? N. ✓ S. ✓ E.___ W.___

Should sidewalks be placed against curbs? Yes ✓ No____

Is utility strip required? Yes ✓ No____; Width: _______feet

Remarks on B ST. - YES ON 1st ST. NO

STORM SEWERS -

Now in place? Yes ✓ No____

If yes, are they adequate for increased flow? Yes____ No ✓

Indicate depth of main lines from present surface: _______feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes ✓ No____

[Show location of outfall on city map.] [illegible]

SANITARY SEWERS -

Now in place? Yes ✓ No____ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: 9 feet

Remarks____

SCA

WATER MAINS: (City to adjust if required.)

Now in place? Yes ✓ No ____

If yes, how deep from present surface? 3 feet

Remarks ____________________

DRIVEWAYS: (~~All driveway construction beyond curb line to be at city's expense.~~)

To be constructed as part of project? Yes ✓ No ____

Asphaltic concrete? Yes ✓ No ____

Portland cement? Yes ____ No ____

How many? 5

Must driveways be Portland cement to comply with city code? Yes ____ No ✓

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No ✓ (If yes, please include copy of ordinance.)

Remarks ____________________

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ✓ No ____

Electric poles? Yes ✓ No ____

Which company? GAS - N.W NATURAL GAS Co. - ELECTRIC - P.P.&L Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ✓ No ____

Which company? CRESWELL TELEPHONE CO.

Railroad tracks? Yes ____ No ✓

Which company? ____________________

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks ____________________

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ✓

Clearing? Yes ___ No ✓

Base rock? Yes ✗ No ✓

Concrete curbs? Yes ✗ No ✓

Driveways? Yes ✗ No ✓

Remarks WE WILL TAKE ALL THAT WE CAN GET IN THE STATE ALLOTMENT

GENERAL INFORMATION:

Are city finances available? Yes ✓ No ___

When available? Date 7-1-74

Has city established grade on street? Yes ___ No ✓
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material:

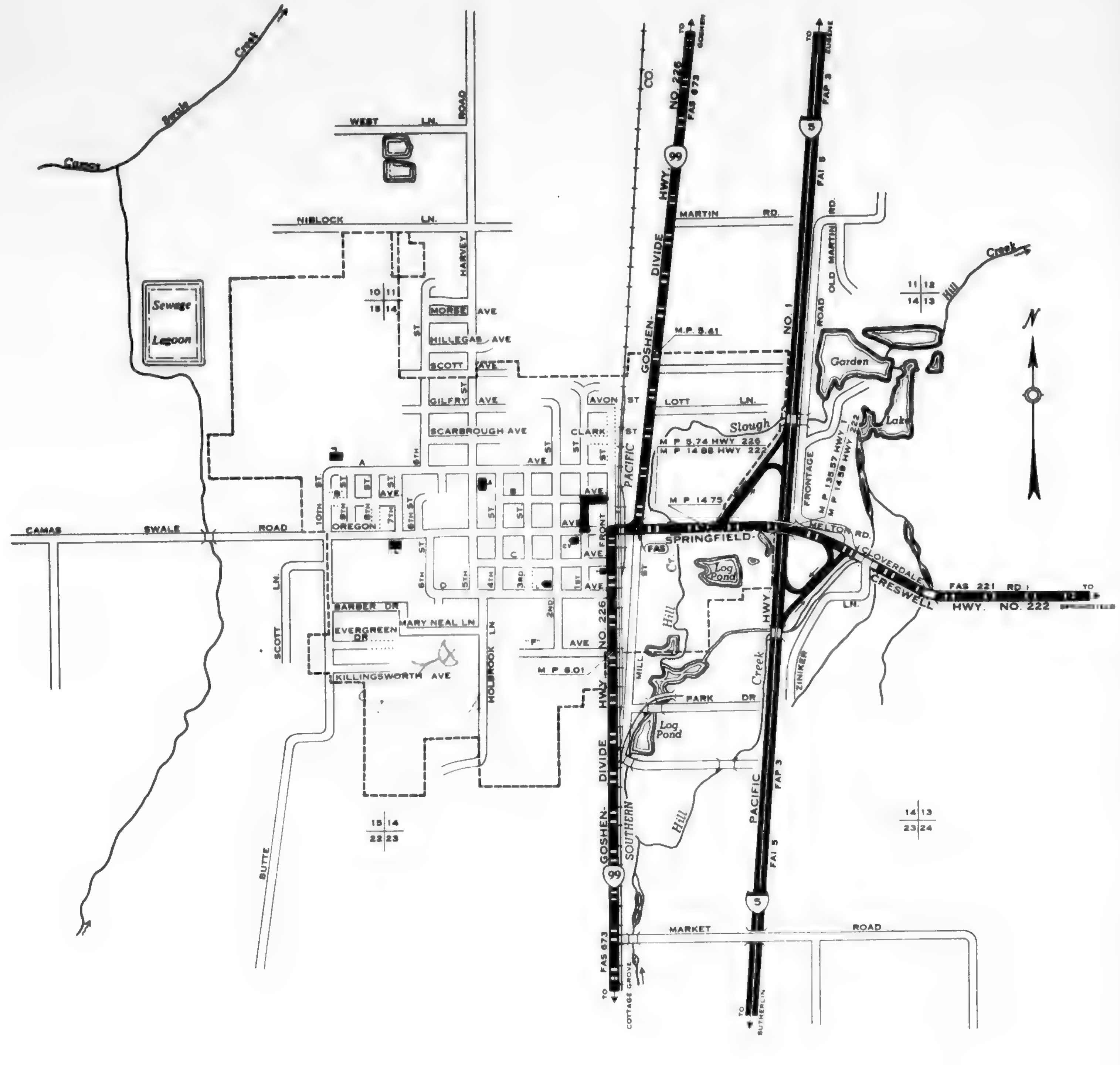
ABOUT 6 BLOCKS AWAY

General remarks:

By Clyde C Halloman
Mayor

By Harold E. Robinson
City Recorder or City Manager

By R. F. Marquess
City Engineer


Camas Swale Creek
WEST LN.
ROAD
NIBLOCK LN.
HARVEY
Sewage Lagoon
MORSE AVE
HILLEGAS AVE
SCOTT AVE
GILFRY AVE
SCARBROUGH AVE
A AVE
OREGON
CAMAS SWALE ROAD
10TH ST
9TH
8TH
7TH
6TH ST
5TH
4TH
3RD
2ND
1ST
FRONT ST
BARBER DR
EVERGREEN DR
MARY NEAL LN
KILLINGSWORTH AVE
HOLBROOK LN
SCOTT LN.
BUTTE
AVON ST
CLARK ST
LOTT LN.
MARTIN RD.
OLD MARTIN RD
Slough
GOSHEN-DIVIDE HWY NO. 226
FAS 673
99
PACIFIC HWY NO. 1
FAI 5
FAP 3
5
SOUTHERN PACIFIC
CO.
M.P. 5.41
M P 5.74 HWY 226
M P 14.88 HWY 222
M P 14.75
M P 6.01
M P 135.57 HWY 1
M P 14.59 HWY 222
SPRINGFIELD-CRESWELL HWY. NO. 222
CLOVERDALE
MELTON RD.
FAS 221 RD.
FRONTAGE ROAD
ZINIKER LN.
Garden Lake
Hill Creek
Mill Cr.
Log Pond
Log Pond
PARK DR
MILL ST
"F"
MARKET ROAD
TO GOSHEN
TO EUGENE
TO SPRINGFIELD
TO COTTAGE GROVE
TO SUTHERLIN
N
10 11
15 14
11 12
14 13
15 14
22 23
14 13
23 24

CRESWELL

LANE COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,340

Scale in Feet

Revised November 1972

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

●	POST OFFICE	■	PUBLIC BLDG
■	SCHOOL	CY	CITY HALL
○	CITY CENTER	CT	COURT HOUSE
■	R.R. DEPOT	A	ARMORY
▬ ▬	CITY LIMITS	L	LIBRARY

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of CRESWELL is an incorporated city of the State of Oregon and has a population of 1340 as given by the latest official census; and

WHEREAS, the following streets of said city, 1st Street from Oregon Avenue to "B" Street; and "B" Street from 1st Street to Front Street,

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APR 16 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are 'receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

c-50, 1959 Rev.)

4. That the City of CRESWELL does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate **HAROLD E. PETERSON** as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 12th day of March, 1973.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

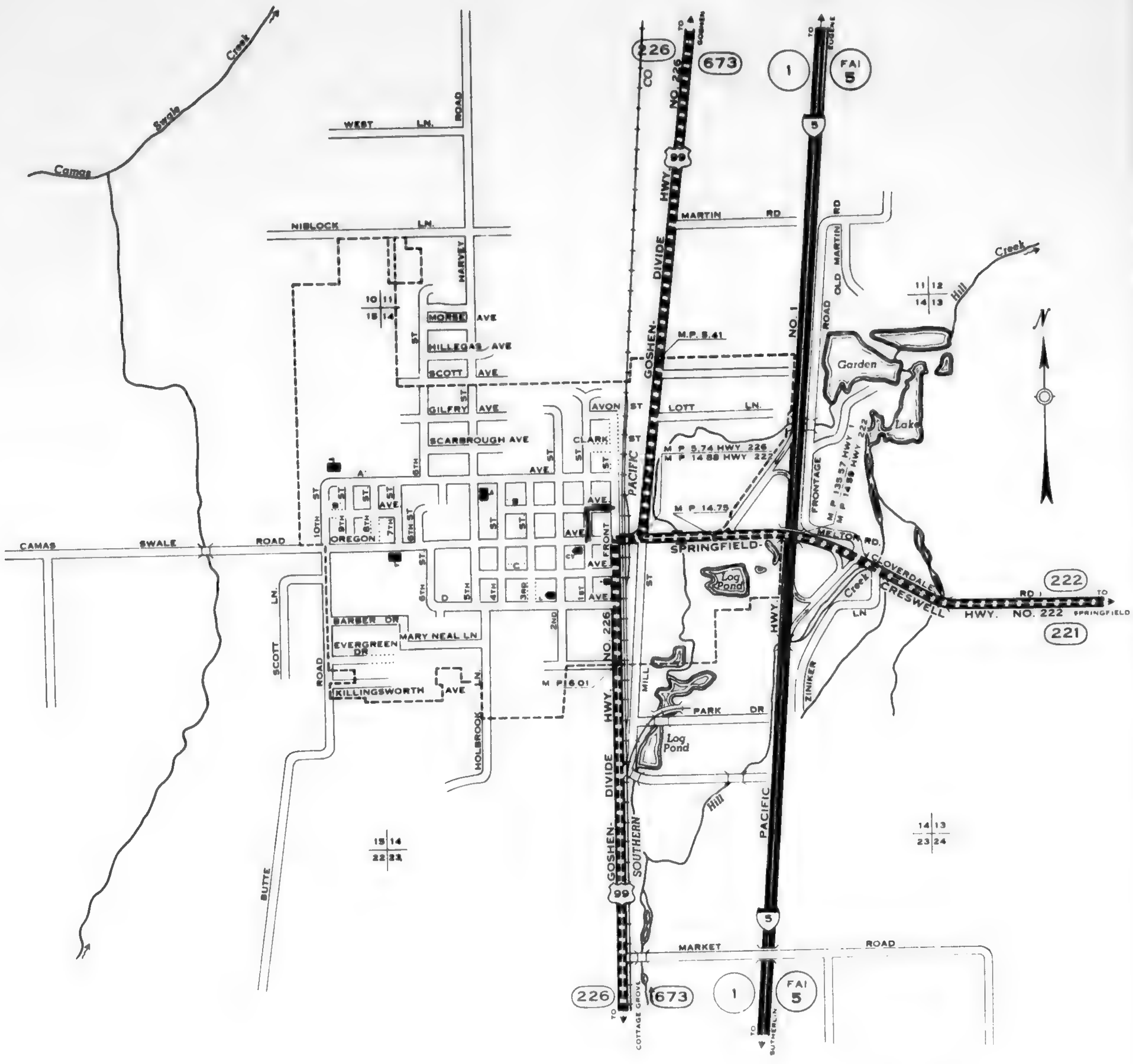
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of CRESWELL at a regular or special meeting of said Council, held on the 12th day of March, 1973, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 9 day of April, 1973.

Harold E. Peterson
City Recorder

(cc-50, 1959 Rev.)


Camas
Swale
Creek
WEST LN. ROAD
NIBLOCK LN.
HARVEY
MORSE AVE
HILLEGAS AVE
SCOTT AVE
GILFRY AVE
SCARBROUGH AVE
AVON ST
LOTT LN.
CLARK ST
MARTIN RD
OLD MARTIN RD
ROAD
FRONTAGE
CAMAS SWALE ROAD
10TH ST
9TH ST
8TH ST
7TH ST
6TH ST
5TH
4TH
3RD
2ND
1ST
OREGON
A
B
C
D
AVE
FRONT ST
MILL ST
SPRINGFIELD
BELTON RD.
CLOVERDALE RD.
Creek
CRESWELL HWY. NO. 222
TO SPRINGFIELD
ZINIKER LN
SCOTT LN.
ROAD
BARBER DR
MARY NEAL LN
EVERGREEN DR
KILLINGSWORTH AVE
LN.
HOLBROOK
BUTTE
PARK DR
Log Pond
Log Pond
Garden
Lake
Hill Creek
Hill
M.P. 8.41
M P 5.74 HWY 226
M P 14.88 HWY 222
M P 14.79
M P 135.57 HWY 1
M P 14.88 HWY 222
M P 16.01
GOSHEN-DIVIDE HWY. NO. 226
PACIFIC HWY. NO. 1
SOUTHERN PACIFIC
CO
226
673
99
1
FAI 5
5
222
221
MARKET ROAD
TO EUGENE
TO COTTAGE GROVE
TO SUTHERLIN
11 12
14 13
10 11
15 14
15 14
22 23
14 13
23 24
N

HIGHWAY CLASSIFICATION

	State (Red)	Federal (Green)
PRIMARY		
SECONDARY		(ooo)
OTHER	CO.	N.F.D.

SIGNED ROUTES

INTERSTATE

U.S.

ORE

LEGEND

▲	Post Office	●	Public Bldg.
		CY -	City Hall
▲	School	CT	Court House
■	R. R. Depot	A -	Armory
		L -	Library

═ Street open for travel

Street dedicated but not open.

--- City Limits.

CRESWELL

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 950

Scale in Feet

Revised November 1967

Walport (Mill St.) Co.
Dudley Street
(Grading and Paving)

QA 4881 2/22/74

1629 B

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Terwilliger Bikeway Unit 4

WEEK ENDING: August 2, 1975

SECTION PREFIX: 826-1113

HIGHWAY:

COUNTY: Multnomah

NAME OF JOB: Terwilliger Bikeway Unit 4

KIND OF WORK: Grading and Paving

CONTRACTOR: Schrader Construction Co. Inc.

CONTRACT NUMBER: 8029

FEDERAL AID PROJECT NUMBER: BOR

DATE OF CONTRACT: December 2, 1974

DATE WORK STARTED: January 28, 1975

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: - SUPERVISION: -

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 102,551.93

SPECIFIED COMPLETION DATE: June 30, 1975

PERCENT OF TIME ELAPSED: 83

EXCLUSIVE OF ENGINEERING: $ 93,595.43

ENGINEERING AUTHORIZATION: $ 8,956.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 87,354.78

ENGINEERING COST TO DATE: $ 11,359.63

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7 %

PERCENT OF AUTHORIZATION: 127 %

DATE PROJECT WAS COMPLETED: July 11, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.2	1.2			1.2
MILES PARTIALLY COMPLETED	1.2	1.2			1.2
MILES COMPLETED	1.2	1.2			1.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,200 CY	1,100 CY			680 T
TOTAL QUANTITIES CORRECTED TO DATE	4,622	1,117			720
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,622	1,117			720
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Cloudy			RECEIVED
WEDNESDAY	Cloudy			AUG 4 197[illegible]
THURSDAY	Fair			CONSTRUCTION SECTION
FRIDAY	Fair			BEN GIFFORD
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	—
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate will be in next week.

SIGNED Rayn Pyle LOCATION Troutdale

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

N.C.R. -

OREGON STATE HIGHWAY DEPARTMENT FORM A-150 (3-66)	**HIGHWAY DEPARTMENT INVOICE**	**NO.** 110055

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4/30/75	cc - 1470		321-1715-295 - $ 1,129.82

CODE: WALDPØR New

- City of Waldport
- City Hall
- Waldport, Oregon 97394
- Attn: Mrs. Viola M. Blackman
  City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: Special City Allotment Program Mill Street, Contract No. 8029 Covered by Agreement dated February 18, 1974			
City's advance deposit			2,400.00
As per attached statement			
Final Cost		28,529.82	
Agreed State's Share		25,000.00	
Agreed City's Share			3,529.82
BALANCE DUE STATE			1,129.82

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COUNTY & CITY SECTION
MAY 1 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
[illegible]

Request for Outside Billing
(Or Advice of Cash Transaction)

Address invoice to: City of Waldport
City Hall
Waldport, Oregon 97394
Attention of Mrs. Viola M. Blackman
City Recorder

Request No. (assigned by staff engineer or head of section) cc-1470
Date April 23, 1975
Payer's Order No. (if any)
Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment Program
Mill Street, Contract No. 8029
Covered by Agreement dated February 18, 1974

✓ ✓ [illegible] ☑ [illegible]

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit		$2,400.00
		As Per Attached Statement		
		Final Cost	$28,529.82	
		Agreed State's Share	25,000.00	
		Agreed City's Share		3,529.82
		BALANCE DUE STATE		$1,129.82

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution:

321-1453-295	$ 456.58
321-1715-295	$3,073.24

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $2,400.00

Submitted by: Fred Hildebrandt
Fred Hildebrandt, Cities Engineer

Is this a partial or final request for billing? Final

Approved: Richard Unrein
Richard Unrein, Urban XXXXX Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Approved: ORIGINAL SIGNED BY [illegible]
Section Head or Staff Engineer

Give the number of the last previous request in connection with this same service.

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DEPARTMENT

Date April 23, 1975

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1974

Contract # 8029 **Prefix** 321-1715 **Survey Prefix** 321-1453

Street Mill Street

City Waldport

Payments to Contractor (see attached voucher)	$24,658.04*
Engineering and Contingencies	$ 3,415.20
Survey: Total $4,170.72 Prorated Share	$ 456.58
TOTAL	$28,529.82
Agreed State Share	$25,000.00
Agreed City Share	$ 3,529.82**
City Advance Deposit	$ 2,400.00
Balance Due State	$ 1,129.82

Reference: Outside Billing cc-1470

*Includes interest in the amount of $23.60.
**Includes the cost of concrete curbs.

$\$28,073.24 - \$25,000.00 = \frac{\$3,073.24 \times \$4,170.72}{\$28,073.24} = \$456.58$ (P. E. Costs)

RU

```
                    SUMMARY OF COST DISTRIBUTION          DATE 11/21/74

   ER OBJECT      SYSTEM MAJOR PROJECT         GRP       AMOUNT   P/N REF/P.O.
     MBER         COUNTY CLASS          FUNCTION                       CREW NO.

    2      41        321   17     15      201 00           109.78
    2      41        321   17     15      204 00         1,226.23
   42      41        321   17     15      206 00            23.60

                                                          1,359.61  *

                                                          1,359.61  *
```

```
                               320   1459    924    00                                                    22.18
                                            ** JOB TOTALS **                **     150.08  **          3,500.31
ALDPORT (MILL ST)              321   1453    901    00                              43.19              2,151.78
                               321   1453    905    00                               3.78                843.93
                               321   1453    910    00                                                   608.90
                               321   1453    911    00                                                     7.20
                               321   1453    914    00                               1.75                149.94
                               321   1453    920    00                                                    39.27
                               321   1453    921    00                             129.76                369.70
                                            ** JOB TOTALS **                **     178.48  **          4,170.72
INCOLN CITY(SCHOONER CK RD)    321   1454    901    00         22.45             7,164.18             14,951.58
                               321   1454    905    00         55.00                55.00                 55.00
                               321   1454    909    00      1,130.80             1,130.80              1,130.80
                               321   1454    910    00                                                   624.34
                               321   1454    913    00         44.00                44.00                128.32
                               321   1454    914    00                              34.75                112.99
                               321   1454    923    00                             716.44                716.44
                               321   1454    924    00 &                                                  59.92
                                            ** JOB TOTALS **      1,252.25  **   9,145.17  **         17,779.39
ROWNSVILLE-WASHBURN STREET     322   1418    910    00                                                   358.72
                               322   1418    924    00                                                    22.18
                                            ** JOB TOTALS **                **               **          380.90
TH ST&15TH ST (LYONS)          322   1423    901    00        529.09               529.09                529.09
                               322   1423    910    00        249.04               249.04                249.04
                                            ** JOB TOTALS **        778.13  **     778.13  **            778.13
YSSA /KING AVE/                323   1402    901    00 0                                               1,048.48
                               323   1402    905    00 0                                                  51.93
                                            ** JOB TOTALS **                                 **        1,100.41
R                              324   1457    901    00                               5.69              3,083.75
                               324   1457    905    00                             262.34              2,001.70
                               324   1457    910    00                                                   861.67
                               324   1457    914    00                                                   153.18
                               324   1457    918    02                                                     1.65
                                            ** JOB TOTALS **                **     268.03  **          6,101.95
LVERTON (MAIN ST)              324   1459    901    00                                                 3,834.71
                               324   1459    905    00                                                 1,250.19
                               324   1459    910    00                                                   381.46
                               324   1459    914    00                                                    78.24
                               324   1459    921    00                                                   168.80
```

							2,371.15
			** JOB TOTALS **		**		** 19,943.56
LOWELL(CANNON & HYLAND STS)	320	1724	201	00			16,332.06
	320	1724	900	00			2,206.91
			** JOB TOTALS **		**		** 18,538.97
CRESWELL-1ST STREET	320	1725	201	00		23,184.76	23,184.76
	320	1725	204	00			
	320	1725	206	00		23.00	23.00
	320	1725	900	00		3,500.29	3,500.29
			** JOB TOTALS **		**	26,708.05	** 26,708.05
WALDPORT-MILL STREET	321	1715	201	00		24,634.44	24,634.44

L TO DATE JOB COST SUMMARY

MARCH 1975

PAGE 484

RIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	321	1715	204	00				
	321	1715	206	00			23.60	23.60
	321	1715	279	01			98.72	98.72
	321	1715	900	00			3,331.22	3,351.45
	321	1715	900	00 &			63.75	63.75
			** JOB TOTALS **			**	28,151.73	** 28,171.96
ITY OF JORDAN VALLEY	323	1715	201	00				21,648.15
	323	1715	900	00				1,948.33
			** JOB TOTALS **			**		** 23,596.48
T ANGEL (GARFIELD ST)	324	1723	201	00				26,237.24
	324	1723	206	00				23.49
	324	1723	295	00				6,312.10
	324	1723	296	00				6,312.10CR
	324	1723	900	00				5,052.50
			** JOB TOTALS **			**		** 31,313.23
TAYTON (LOCUST ST)	324	1724	201	00				16,177.[illegible]

7

FISCAL YEAR 74-75

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9-72)

DISBURSEMENT VOUCHER

WARRANT NUMBER [illegible]

	VOUCHER DATE	TOTAL AMOUNT
Road & Driveway Co. Box 730 Newport, OR 97365	11-18-74	$ 1,359.61

Contract no. 8029	Estimate no. 2 Final	Principal	$ 1,336.01
		Interest	23.60
on			

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

CHECKED - Acctg. Control B.V

OREGON STATE HIGHWAY DIVISION

ONTRACT PAYMENT VOUCHER

734-1020

COUNTY LINCOLN	CONTRACT NO 8029	ESTIMATE NO. 2	PREFIX NO'S.
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.		
SECTION WALDPORT (MILLI STREET)			

	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
	9N GENERAL EXCAVATION	LUMP SUM	2200.0000	100.000	2200.00	2090.00
	9N GRANULAR EMBANKMENT MATERIAL	CU YDS	8.0000	76.000	608.00	608.00
	9N 1IN-0 AGGREGATE BASE 9 IN THICK PA 2	SQ YDS	2.2400	3,667.700	8215.65	8215.87
	9N CLASS C ASPHALT CUNCRETE 3IN THICK PA #2	SQ YDS	2.9100	3,344.600	9732.79	9732.79
	9N CONCRETE INLETS TYPE G-2	ONLY	450.0000	1.000	450.00	450.00
	9N CONCRETE CURBS	LIN FT	4.0000	497.000	1988.00	1988.00
	PRICE AGREEMENT ITEMS					
01	9N 12-INCH CONC CULV PIPE	LIN FT	20.0000	18.000	360.00	360.00
02	9N 12-INCH ALUM CULV PIPE	LIN FT	18.0000	60.000	1080.00	1060.00

11 06 74 PG. 01 8029 OUS VOUCHER NO. 8525	TOTAL CONTRACT ITEMS	24634.44	24524.66
KED BY: CP:ON	% RETAINED ON CONTRACT ITEMS	-	1,226.23
NEER OR AUDITOR H.H. Patterson	FORCE ACCOUNT		
	TOTAL PAYMENTS	24,634.44	23,298.43

IVISION VOUCHER	COUNTY LINCOLN	CONTRACT NO 8029	ESTIMATE NO 2
	HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.	PREFIX NO'S.
	SECTION WALDPORT (MILLI STREET)		

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
VATION		LUMP SUM	2200.0000	100.000	2200.00	2090.00	110.00
ANKMENT	MATERIAL	CU YDS	8.0000	76.000	608.00	608.00	
ATE BASE	9 IN THICK PA 2	SQ YDS	2.2400	3,667.700	8215.65	8215.87	.22-
ALT CUNCRETE	3IN THICK PA #2	SQ YDS	2.9100	3,344.600	9732.79	9732.79	
ETS TYPE G-2		ONLY	450.0000	1.000	450.00	450.00	
BS		LIN FT	4.0000	497.000	1988.00	1988.00	
EMENT ITEMS							
CULV PIPE		LIN FT	20.0000	18.000	360.00	360.00	
CULV PIPE		LIN FT	18.0000	60.000	1080.00	1060.00	
01 8029			TOTAL CONTRACT ITEMS		24634.44	24524.66	109.78
			% RETAINED ON CONTRACT ITEMS			1,226.23	1,226.23
			FORCE ACCOUNT		-		
			TOTAL PAYMENTS		24,634.44	23,299.43	1,336.01

8029

November 14, 1974

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 8029 awarded to Road and Driveway Company for work on Mill Street in Waldport, Lincoln County, was completed on August 21, 1974, and accepted by the Administrator and State Highway Engineer on November 4, 1974.

Final payment in the amount of $1,336.01 will be released to the contractor after November 19, 1974. The total contract amount is $24,634.46 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

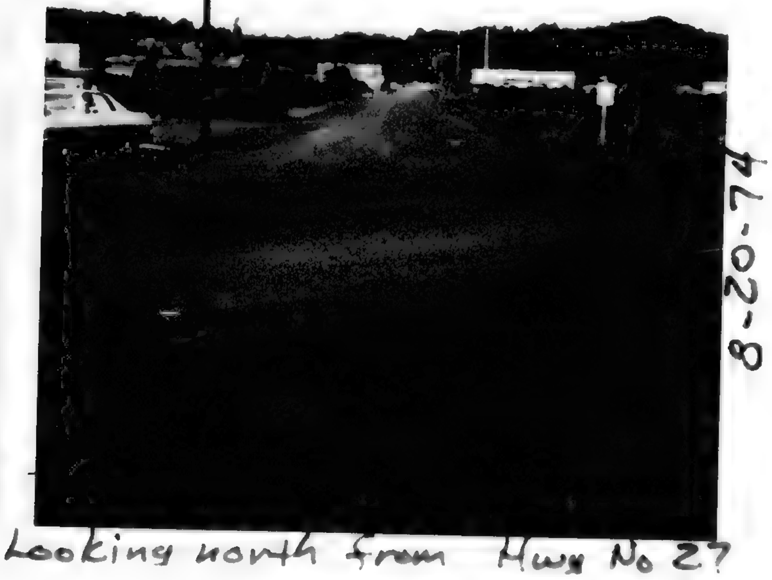
fkm

cc Road and Driveway Co.
Harney Road
Box 730
Newport, OR 97365

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

8-20-74

Waldport (Mill St)



8-20-74

Looking north from Hwy No 27

Waldport (Mill St)

8-20-74

Looking South from Ruble St.

#8029

8

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 2, 1974

Mrs. Viola M. Blackman
City Recorder
City Hall
Waldport, OR 97394

NOTED
E. S. HUNTER

Dear Mrs. Blackman:

We wish to acknowledge receipt of the City of Waldport's check (No. 1583) in the amount of $2,400.00, as deposit on the 1974 Special City Allotment project on Mill Street.

The project is now clear for award to the apparent low bidder, Road & Driveway Company in Newport.

We appreciate your cooperation in this matter and invite any inquiries.

Very truly yours,

H. S. Cox
County and City Engineer

By Jim

James O. Butler
Cities Engineer

JOB:ljt

bc: E. S. Hunter
L. W. Rulien
C. T. Keasey
V. E. Skoog
C. O. Fredrickson

RECEIVED
JUL 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

aca

No. [illegible]—General Easement

AGREEMENT FOR EASEMENT

6-28-74

THIS AGREEMENT, Made and entered into this .... *day of* June, *19* 74, *by and between* THE PORT OF ALSEA, *hereinafter called the first party, and* THE CITY OF WALDPORT, a municipal corporation ...., *hereinafter called the second party;*

WITNESSETH:

WHEREAS: The first party is the record owner of the following described real estate in Lincoln *County, State of Oregon, to-wit:* A tract of land in Sec. 19, T. 13 S.R. 11 W.W.M., described as follows:

Beginning at the intersection of the East line of Mill Street and the South line of Grant Street extended (said streets being platted in the Town of Waldport recorded in Volume 2, page 14, Plat Records of Lincoln County, Oregon); thence south along the east line of Mill Street 350 feet; thence east 10 feet; thence north parallel to Mill Street 350 feet; thence west 10 feet to the point of beginning

and has the unrestricted right to grant the easement hereinafter described relative to said real estate;

NOW, THEREFORE, in view of the premises and in consideration of One Dollar ($1) by the second party to the first party paid and other valuable considerations, the receipt of all of which hereby is acknowledged by the first party, they agree as follows:

The first party does hereby grant, assign and set over to the second party a permanent fill easement permitting the City of Waldport to deposit fill dirt on the above described real property

(Insert here a full description of the nature and type of the easement granted to the second party.)

The second party shall have all rights of ingress and egress to and from said real estate (including the right from time to time, except as hereinafter provided, to cut, trim and remove trees, brush, overhanging branches and other obstructions) necessary for the second party's use, enjoyment, operation and maintenance of the easement hereby granted and all rights and privileges incident thereto.

Except as to the rights herein granted, the first party shall have the full use and control of the above described real estate.

The second party hereby agrees to hold and save the first party harmless from any and all claims of third parties arising from second party's use of the rights herein granted.

The easement described above shall continue for a period of ...., *always subject, however, to the following specific conditions, restrictions and considerations:*

If this easement is for a right of way over or across first party's said real estate, the center line of said easement is described as follows:

Grant Street extended (said streets being platted in the Town of Waldport recorded in Volume 2, page 14, Plat Records of Lincoln County, Oregon); thence south along the east line of Mill Street 350 feet; thence east 10 feet; thence north parallel to Mill Street 350 feet; thence west 10 feet to the point of beginning

and has the unrestricted right to grant the easement hereinafter described relative to said real estate;

NOW, THEREFORE, in view of the premises and in consideration of One Dollar ($1) by the second party to the first party paid and other valuable considerations, the receipt of all of which hereby is acknowledged by the first party, they agree as follows:

The first party does hereby grant, assign and set over to the second party a permanent fill easement permitting the City of Waldport to deposit fill dirt on the above described real property

(Insert here a full description of the nature and type of the easement granted to the second party.)

The second party shall have all rights of ingress and egress to and from said real estate (including the right from time to time, except as hereinafter provided, to cut, trim and remove trees, brush, overhanging branches and other obstructions) necessary for the second party's use, enjoyment, operation and maintenance of the easement hereby granted and all rights and privileges incident thereto.

Except as to the rights herein granted, the first party shall have the full use and control of the above described real estate.

The second party hereby agrees to hold and save the first party harmless from any and all claims of third parties arising from second party's use of the rights herein granted.

The easement described above shall continue for a period of ...., always subject, however, to the following specific conditions, restrictions and considerations:

If this easement is for a right of way over or across first party's said real estate, the center line of said easement is described as follows:

and second party's right of way shall be parallel with said center line and not more than .... feet distant from either side thereof.

This agreement shall bind and inure to the benefit of, as the circumstances may require, not only the immediate parties hereto but also their respective heirs, executors, administrators and successors in interest as well.

In construing this agreement and where the context so requires, words in the singular include the plural; the masculine includes the feminine and the neuter; and generally, all changes shall be made or implied so that this instrument shall apply both to individuals and to corporations.

***IN WITNESS WHEREOF**, the parties hereto have subscribed this instrument in duplicate on this, the day and year first hereinabove written.*

PORT OF ALSEA

By: ....

By: ....

(If the above named first party is a corporation, use the form of acknowledgment opposite.)

(ORS 93.490)

STATE OF OREGON, } ss.
County of ....

.... , 19 ....

Personally appeared the above named ....

and acknowledged the foregoing instrument to be .... voluntary act and deed.

(OFFICIAL SEAL)

Before me: ....

Notary Public for Oregon

My commission expires:

STATE OF OREGON, County of Lincoln) ss.

June 12 , 19 74

Personally appeared .... and .... who, being duly sworn, each for himself and not one for the other, did say that the former is the .... president and that the latter is the .... secretary of PORT OF ALSEA , a corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation and that said instrument was signed and sealed in behalf of said corporation by authority of its board of directors; and each of them acknowledged said instrument to be its voluntary act and deed.

Before me:

(OFFICIAL SEAL)

Notary Public for Oregon

My commission expires:

AGREEMENT FOR EASEMENT

(FORM No. 726)

STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

BETWEEN

AND

STATE OF OREGON, } ss.

County of ....

I certify that the within instrument was received for record on the .... day of ...., 19 ...., at .... o'clock ....M., and recorded in book .... on page .... or as file number ...., Record of .... of said County.

Witness my hand and seal of County affixed.

.... Title.

By .... Deputy.

AFTER RECORDING RETURN TO

RECEIVED
COUNTY & CITY SECTION
JUN 28 1974
☐ ENGR. ☑ COOR. ☑ CE ☐ AE ☐ UE
☑ UPE ☑ OE ☐ RE ☐ RPE ☐

8029

June 28, 1974

Road & Driveway Co.
P. O. Box 730
Newport, OR 97365

Gentlemen:

The Oregon Transportation Commission accepted your proposal for work on Mill Street in Waldport in Lincoln County for the sum of $22,385.50. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as the City of Waldport has approved the project and deposited $2,400.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8029.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
C. O. Fredrickson
H. H. Patterson
Wm. Geibel (SAIF)

bc: E. S. Hunter
L. W. Rulien
C. T. Keasey
V. E. Skoog
C. O. Fredrickson

June 21, 1974

Mrs. Viola M. Blackman
City Recorder
City Hall
Waldport, Oregon 97394

Dear Mrs. Blackman:

On June 20, 1974 bids were opened on the 1974 Special City Allotment project on Mill Street. The apparent low bid was submitted by Road & Driveway Co., of Newport.

The anticipated costs are as follows:

Contractor's bid	$22,385.50
Anticipated additional item:	
Adjust 3 monument boxes	100.00
	$22,485.50
Engineering & Contingencies (14½%)	3,260.40
	$25,745.90
City's estimated share of preliminary engineering	120.00
TOTAL	$25,865.90

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward, at your earliest convenience, a check to this office in the amount of $2,400.00 made payable to the Oregon State Highway Division. The above includes the $2,240 bid by the contractor for curbs.

Very truly yours,

H. S. Cox
County and City Engineer

By Jim

James O. Butler
Cities Engineer

6-28-74 [illegible] Nelson
Noti[illegible]
of Adm. Dep[illegible]
[illegible]

RECEIVED
OSHD FINANCE BRANCH
Check # 1583 Amt $2,400.00
By CWB Date 6-28-74
For Mill St, Waldport
Special City Allotment Project

JOB:ljt

☑ ENGR. A AE ■ UE
J B R

Road & Driveway Co, Newport

WALDPORT (MILL STREET) SECTION

CITY STREET

LINCOLN COUNTY

State Project
0.17 Mile Grading and Paving

Bids Received June 20, 1974

1.	General Excavation	All Specified		$ 2,600.00
2.	Granular Embankment Material	60 cu.yds.	6.50	390.00
3.	1" - 0 Aggregate Base, 9 inches thick	3,700 sq.yds.	2.40	8,880.00
4.	Class "C" Asphalt Concrete, 3 inches thick	2,750 sq.yds.	3.50	9,625.00
5.	12-inch Culvert Pipe	12 lin.ft.	11.50	138.00
6.	12-inch Sewer Pipe	17 lin.ft.	12.00	204.00
7.	Concrete Inlets, Type G-2	1 only	350.00	350.00
8.	Concrete Curbs	560 lin.ft.	3.10	1,736.00
			For Comparison of Bids	$ 23,923.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$23,923.00	22,385.50
Anticipated Additional Items:			
Adjust Utilities			
3 Monument Boxes	100.00		
		100.00	100.00
		$24,023.00	22,485.50
Contingencies (4-1/2%)		1,081.04	
Engineering (10%)		2,402.30	3,260.40
Estimated Net Authorization, Constr.		$27,506.34	25,745.90

City's share of PE $4000 \times \frac{745.90}{25,745.90} = 115.89$

say 120.00

6-20-74
Called Mrs Blackman
Shee says OK on
$2400 deposit
JOB

Curbs	2,240.00
City's PE	120.00
	2360.00

Say 2,400.00

- SAFECO INSURANCE COMPANY OF AMERICA
- GENERAL INSURANCE COMPANY OF AMERICA
- FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

23,923

PROJECT NO.: #8 LINCOLN COUNTY
WALDPORT (MILL STREET) SECTION

OWNER: OREGON STATE HIGHWAY DEPARTMENT

YES
SCA

DATE: JUNE 20, 1974

PAGE 1

1. Rd. & Dwy Co. Newport

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. 2,200 General Exc.	1	2,200		
60	C.Y. 480 Granular Embankment Material	2	8 -		
3,700	S.Y. 8,288 1" - 0 Aggregate Base, 9 In. Thick	3	2^{24}		
2,750	S.Y. 8,002.50 Cl. "C" Asphalt Conc., 3 In. Thick	4	2^{91}		
12	L.F. 300 12-inch Culvert Pipe	5	25 -		
17	L.F. 425 12-inch Sewer Pipe	6	25 -		
1	Only 450 Conc. Inlets, Type G-2	7	450 -		
560	L.F. 2240 Conc. Curbs 2,240	8	4 -		
	22,385 ^{50}		22,385 ^{50}		

S-1370 4/73

BOND WITH SAFECO

SAFECO Insurance Company of America, registered trademark owner

PRINTED IN U.S.A.

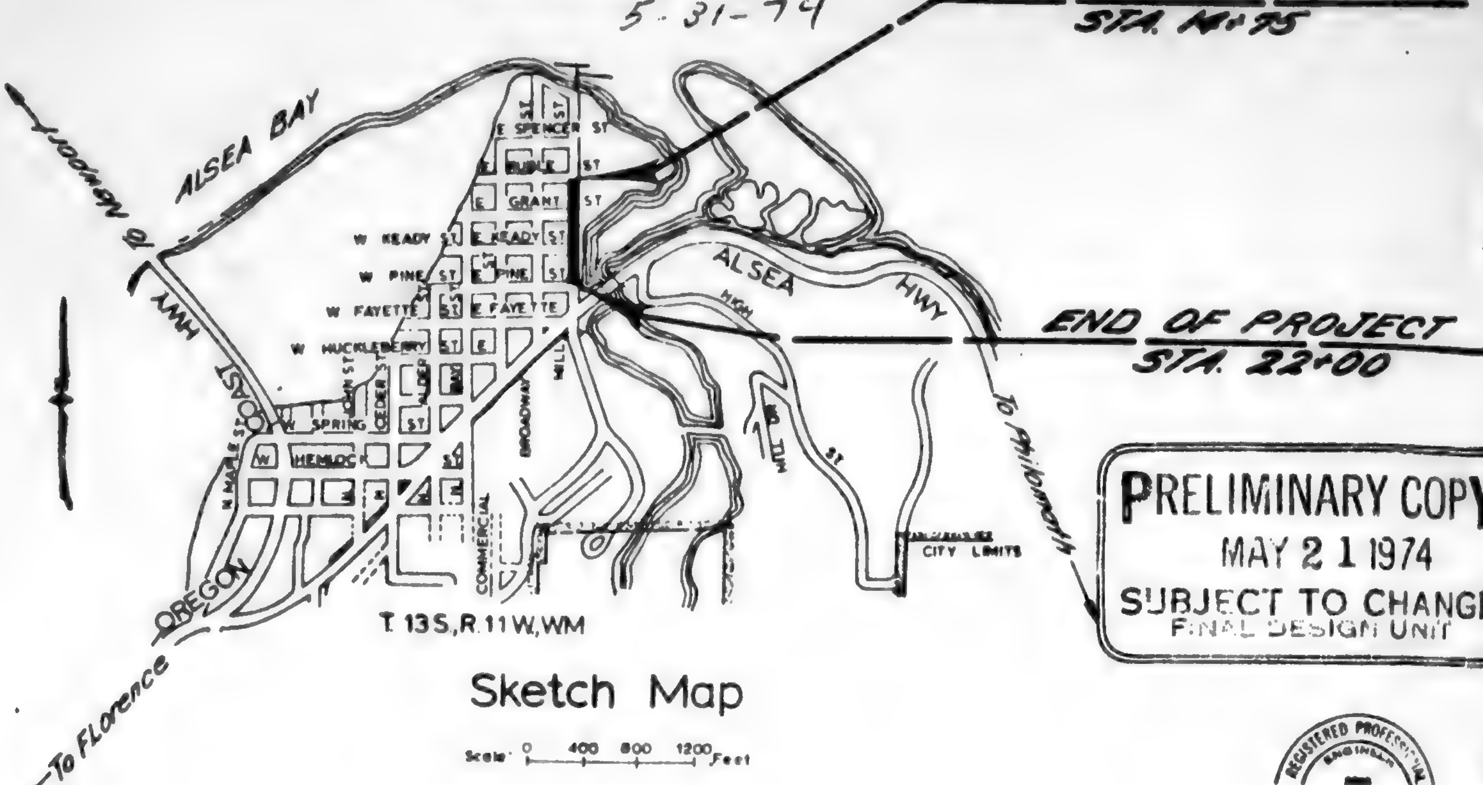
SCA

SHEET NO	INDE
1	Sketch Map,
2	Plan & Pro

To Be Accompanie
S-1, S-12 }
2126 C } Temporary
2077 - Conc. Curbs
2105 - Conc Inlets
2091A - Culverts

WALDPORT

5-31-74


BEGINNING OF PROJECT
STA. 14+75
END OF PROJECT
STA. 22+00
ALSEA BAY
To Newport
HWY
COAST
ALSEA
HWY
HIGH
To Philomath
E SPENCER ST
E BUKER ST
E GRANT ST
W KEADY ST
E KEADY ST
W PINE ST
E PINE ST
W FAYETTE ST
E FAYETTE
W HUCKLEBERRY ST
W SPRING ST
W HEMLOCK
N MAPLE ST
JOHN ST
CEDER
ALDER
BROADWAY
MILL
COMMERCIAL
ST
CITY LIMITS
OREGON
To Florence
T. 13 S., R. 11 W., WM
Scale: 0 400 800 1200 Feet

Sketch Map

PRELIMINARY COPY
MAY 21 1974
SUBJECT TO CHANGE
FINAL DESIGN UNIT

FRED B. KLABOE
MAY 6, 1970

A. E. JOHNSON
MAY 7, 1957

S U M M A R Y

ITEM	UNIT	NET QUANT.	ALLOW	TOTAL
General Excavation	All	All		All
Granular Embankment Material	Cu Yd.	55	5	60
1"-0 Aggregate Base-9 Inches Thick	Sq Yd	3,560	140	3,700
Class "C" Asphalt Concrete-3 Inches Thick	Sq Yd	2,650	100	2,750
12-Inch Culvert Pipe	Lin Ft	10	2	12
12-Inch Sewer Pipe	Lin Ft	15	2	17
Conc Inlets, Type "G-2"	Each	1		1
Conc Curbs	Lin Ft	540	20	560

51 4:1
Vor.
51 2:1
(Sta. 1

31 4:1
Vor.
31 2:1

APPROVED
CITY OF Waldport
BY MAYOR
BY RECORDER Viola
DATE 5-31-74

RECEIVED
COUNTY & CITY SECTION
JUN 4 - 1974
☑ ENGR. ☑ COOR. ☐ OE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

51 4:1
Vor.
31 2:1

SCA
11V-247

INDEX OF SHEETS
DESCRIPTION
Sketch Map, Summary, & Typical Sections
Plan & Profile

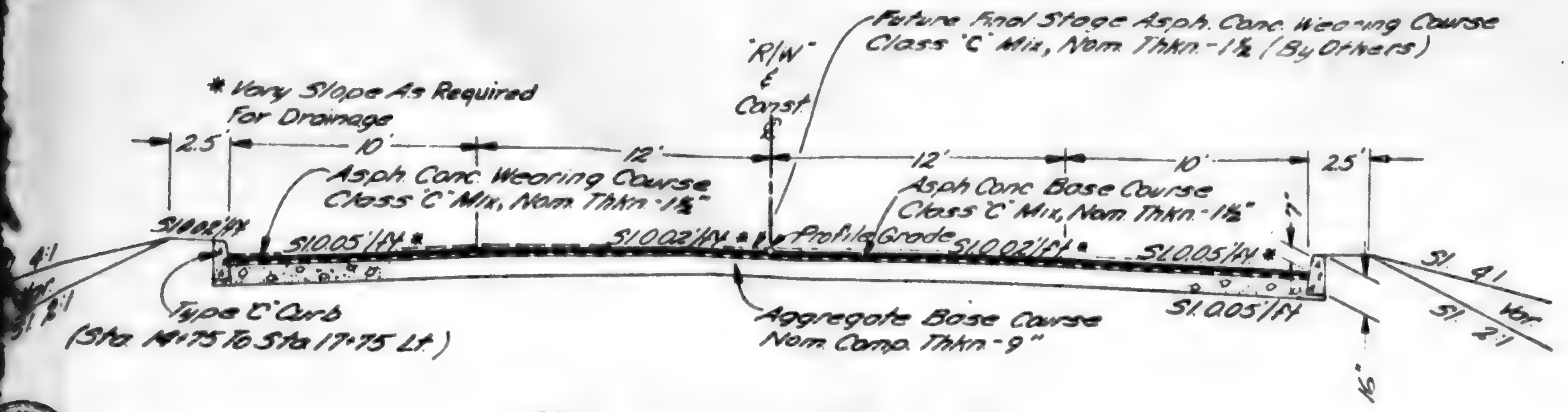
Accompanied By Drg Nos.
} Temporary Protection & Direction Of Traffic
Conc. Curbs
Conc. Inlets
Culverts

Overall Length Of Project - 0.14 Miles

OREGON STATE HIGHWAY DIVISION
GRADING & PAVING
WALDPORT (MILL STREET) SEC.
CITY STREET
LINCOLN COUNTY

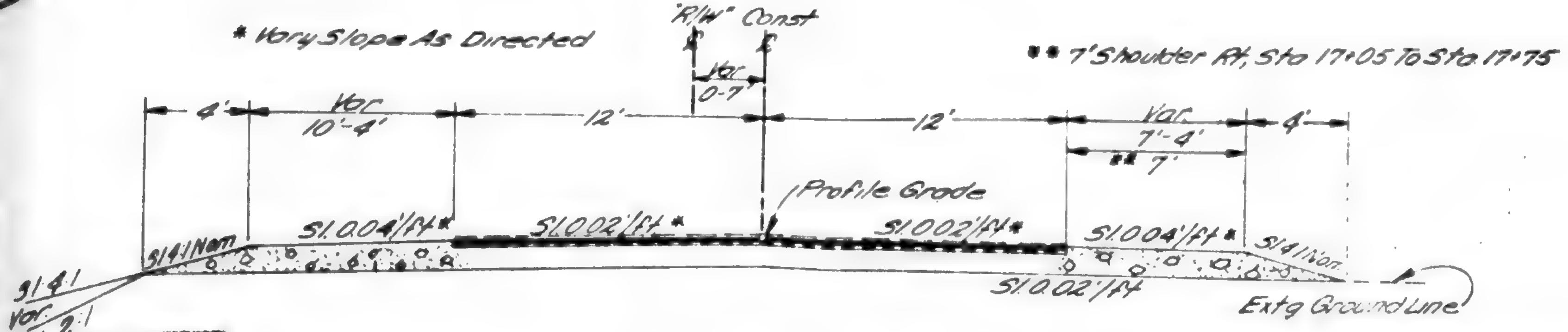
FED ROAD Div No.	STATE	PROJECT NUMBER	DATE	SHEET No.	TOTAL SHEETS
10	OREGON	STATE	JUNE 1974	1	See Index

TYPICAL SECTIONS



Future Final Stage Asph. Conc. Wearing Course Class "C" Mix, Nom Thkn - 1½ (By Others)
"R/W" & Const ℄
* Vary Slope As Required For Drainage
2.5'
10'
12'
12'
10'
2.5'
Asph Conc Wearing Course Class "C" Mix, Nom Thkn - 1½"
Asph Conc Base Course Class "C" Mix, Nom Thkn - 1½"
Sl 0.02/Ft
Sl 0.05/Ft *
Sl 0.02/Ft *
Profile Grade
Sl 0.02/Ft *
Sl 0.05/Ft *
7"
Sl 4:1
Var
Sl 2:1
Type "C" Curb (Sta 14+75 To Sta 17+75 Lt.)
Aggregate Base Course Nom Comp Thkn - 9"
Sl 0.05/Ft
16"
Sl 4:1
Var
Sl 2:1

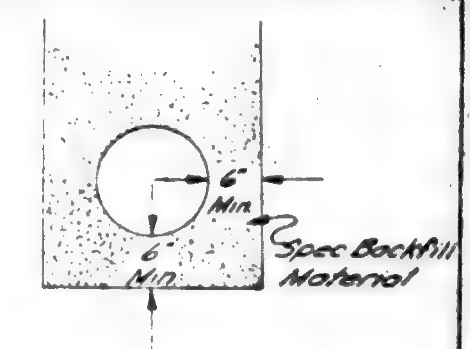
STA. 14+75 To STA. 17+05



* Vary Slope As Directed
"R/W" ℄ Const ℄
Var 0-7'
** 7' Shoulder Rt, Sta 17+05 To Sta 17+75
4'
Var 10'-4'
12'
12'
Var 7'-4'
** 7'
4'
Profile Grade
Sl 4:1 Nom
Sl 0.04/Ft *
Sl 0.02/Ft *
Sl 0.02/Ft *
Sl 0.04/Ft *
Sl 4:1 Nom
Sl 4:1
Var
Sl 2:1
Sl 0.02/Ft
Extg Ground Line

(For Surfacing Details Not Shown, See Section Above)

STA. 17+05 To STA. 19+45 (Taper Section)



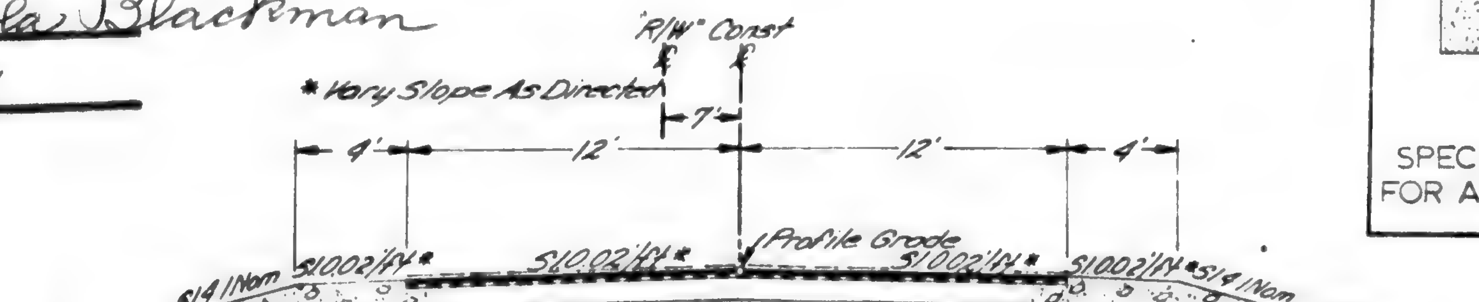
6" Min.
6" Min.
Spec Backfill Material

SPECIAL BACKFILL FOR ALUMINUM PIPE

aldport

Viola Blackman

1-74



"R/W" ℄ Const ℄
* Vary Slope As Directed
7'
4'
12'
12'
4'
Profile Grade
Sl 4:1 Nom
Sl 0.02/Ft *
Sl 0.02/Ft *
Sl 0.02/Ft *
Sl 0.02/Ft *
Sl 4:1 Nom
Sl 4:1
Var
Sl 2:1
Sl 4:1
Sl 2:1
Var

(For Surfacing Details Not Shown, See Section Above)

STA. 19+45 To STA. 22+00

Miller-Kemper

8029

8

cc: ~~E. S. Hunter~~
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
C. O. Fredrickson (2)

cc's sent 5-30-74

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

May 28, 1974

NOTED
E. S. HUNTER

Mr. J. H. Versteeg
Road Design Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Hal:

Waldport (Mill Street) Section
City Street
Lincoln County

The Wildlife Commission staff has completed its review of your preliminary plans for the above listed project. We do not anticipate significant adverse impacts to fish and wildlife resources providing all measures are taken to prevent polluted materials and sediment from entering Lint Slough.

If we may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim Lauman, Biologist
Environmental Management Section

cc Fish Commission
John Fortune

RECEIVED
MAY 31 1974
OFFICE O
ASSISTANT STATE HIGHWAY ENGINEER

Versteeg
A. Olson
Terpin
[illegible]
[illegible]
R. Olson
[illegible]

RECEIVED
MAY 3 0 1974
ROAD
[illegible]

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return to ______
Bring Up ___/___/___
Other ______

sea

C.T. Kelsey
C.O. Fredrickson (2)
C.G. Swenson

Oregon Transportation Commission
State Highway Building
Salem, Oregon 97310

Attention County & City Unit

Re: Right-of-way
1974 Special City Allotment Project
Mill Street
City of Waldport

Gentlemen:

We hereby certify that to the best of our knowledge and belief all rights-of-way and rights-of-entry for the above referred to project have been secured.

Dated at Waldport, Oregon, this 14 day of May, 1974.

WALDPORT CITY COUNCIL

By ____________________
Mayor

By Viola Blackman
Recorder

RECEIVED
COUNTY & CITY SECTION
MAY 15 1974
☑ ENGR. ☑ COOR. ☑ CE ☑ [illegible] ■ UE
☑ UPE ☐ CE ☐ RE ☐ P.PE ☐

5/6/74

321-1453-~~905~~ 921

BEN GIFFORD

SCA

Section Waldport (Mill Street)

Highway City Street 5-20-74

County Lincoln

Kind of Work Grading & Paving

Project Alltoment $ 27200

Project Length 0.17 mile

Completion Time 60 cal workdays

FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 23,923 —
Anticipated Additional Items:		
Flagging (State Share)	$	
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		$ 100 —
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Adjust Utilities		
3 Monument [illegible]		
		$ 24,023 —
Contingencies (4-1/2%)		1,081 04
Engineering (10%)		2,402 30
TOTAL		$
Credit for		
Estimated Net Authorization, Construction		$ 27,506 34

RECEIVED
COUNTY & CITY SECTION
MAY 20 1974
☐ ENGR. ☐ COOR. ☐ UE. ☐ AB ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

5-14-74
County, City
Butler
Oked Estimate

J H Winstey

321-1453-~~905~~ 921

BEN GIFFORD

SCA

Section Waldport (Mill Street)

Highway City Street 5-20-74

County Lincoln

Kind of Work Grading & Paving

Project Alltoment $ 27200

Project Length 0.17 mile

Completion Time 60 cal workdays

FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 23,923 —
Anticipated Additional Items:		
Flagging (State Share)	$	
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		$ 100 —
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Adjust Utilities		
3 Monument [illegible]	[illegible]	
		$ 24,023 —
Contingencies (4-1/2%)		1,081 04
Engineering (10%)		2,402 30
		$
Credit for		$
Estimated Net Authorization, Construction		$ 27,506 34

RECEIVED
COUNTY & CITY SECTION
MAY 20 1974
☐ ENGR. ☐ COOR. ☐ UE. ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

5-14-74
County, City
Butler
Oked Estimate

Waldport (Mill Street) Sec
Grading & Paving

Estimate

	Unit	Quant	Unit Cost	Amount
General Excavation	All	All	Lump Sum	2600-
Granular Embankment Material	Cu. Yd	60	6^{50}	390-
1"-0 Aggregate Base; 9-inches Thick	Sq. Yd.	3700	2^{40}	8,880-
Class "C" Asphalt Concrete, 3-inches Thick	Sq. Yd.	2750	3^{50}	9,625-
12-inch Culvert Pipe	Lin. Ft.	12	11^{50}	138-
[illegible] Culvert Pipe				
12-inch Sewer Pipe	Lin. Ft.	17	12^{00}	204-
Concrete Inlets, Type G-2	Each	1	350-	350-
Concrete Curbs	Lin. Ft.	560	3^{10}	1736-
				23,923-

Section *Waldport (Mill Street) 5-10-74*

Project Alltoment $

Highway *City Street*

Project Length *0.14 mile*

County *Lincoln*

Completion Time *60 cal workdays*

Kind of Work *Grading & Paving*

FA Project No. [illegible]

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ *33,963 25*

Anticipated Additional Items:

Flagging (State Share) . . . . $
Slide Correction . . . .
Railroad Protective Costs. . . . .
Other Railroad Costs . . . .
Permanent Signing . . . .
Permanent Pavement Striping. . . . .
Stage Construction Striping. . . . .
Temporary Erosion Control. . . . .
Install Truck Scale Mechanism. . . . .
Truck Scale House . . . .
Install Temporary Traffic Signals. . . . .
Install Water Meter. . . . .
Furnish Water. . . . .
Laboratory Fees. . . . .
Furnish Mail Box Posts . . . .
Pipe Bedding Materials . . . .
On the Job Trainees. . . . .
State Responsibility for Damages . . . .
Adjust Utilities . . . .
3 [illegible]

$ *100 00*

$ *34,063 25*

Contingencies (4-1/2%) *1,532 85*
Engineering (*10* %). *3,406 32*
TOTAL $ *39,002 42*

Credit for

Estimated Net Authorization, Construction. . . . . $

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COUNTY & CITY SECTION
MAY 10 1974
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

County, City
Butler

Waldport (Mill Street) Sec

Grading & Paving

Estimate

	Unit	Quant	Unit Cost	Amount
General Excavation	All	All	Lump Sum	1620 –
Granular Embankment Material	Cu. Yd.	570	5^{40}	3078 –
1"–0 Aggregate Base; 9-inches Thick	Sq. Yd.	4900	2^{40}	11,760
Class "C" Asphalt Concrete, 3-inches Thick	Sq. Yd.	3900	3^{50}	13,650 –
12-inch Culvert Pipe	Lin. Ft.	12	11^{50}	138 –
15-inch Culvert Pipe	Lin. Ft.	15	12^{25}	183^{75}
12-inch Sewer Pipe	Lin. Ft.	70	11^{75}	822^{50}
Concrete Inlets	Each	3	325 –	975 –
Concrete Curbs	Lin. Ft.	560	3^{10}	1736 –
			33	963^{25}

31,[illegible]
[illegible]

May 6, 1974

Mrs. Viola M. Blackman
City Recorder
City Hall
Waldport, Oregon 97394

Re: 1974 Special City Allotment Project
Mill Street
City of Waldport

Dear Mrs. Blackman:

Enclosed are two right-of-way clearance certificates. When the City has secured the necessary slope easements, please execute the two right-of-way certificates and forward one copy to this office. We would also appreciate receiving copies of the easements.

This project has been tentatively scheduled for our June 20, 1974 bid opening. If this schedule is to be maintained it is necessary that this office receive a copy of the executed right-of-way certificate not later than May 15, 1974.

Very truly yours,

H. S. Cox
County and City Engineer

By

Jim

James O. Butler
Cities Engineer

JOB:ljt

Encl.

bc: L. W. Rulien

☑ ENGR. ☑ ASST. ☑ DE ☒ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

5-1-74

Sheet 1 of 2 Sheets

ion Waldport (Mill St.) Section Unit
way City Street County Lincoln Prefix [illegible]
th 0.21 Designer Miller Draftsman Date [illegible]
ed Title

Grading & Drainage		$
Surfacing		$ 29,920.50
Extra Work		
Monument Boxes	$	
by State Force Order	100.00	
Total Extra Work		$ 100.00
TOTAL		$ 30,020.00
+ 20% Engineering and Contingencies		$ 6,004.10
Structures		
	$	
Total Structures		$
Right of Way		$
Total Estimated Cost		$ 36,024.60

RECEIVED
COUNTY & CITY SECTION
MAY 1 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

ORDGON STATE HIGHWAY DIVISION
ANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Waldport (Mill St.) Section Unit
ay City Street County Lincoln Prefix 321-1453
,th 0.21 Designer Miller Draftsman Date 4-23-74

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Flagging	Hr.	80	–	80	#12.00	#960.00
Clearing & Grubbing	All	All	–	All	500.00	500.00
General Excavation	C.Y.	147	13	160	5.00	800.00
Embankment in Place	C.Y.	490	50	540	5.00	2,700.00
Granular Emb. in Place	C.Y.	189	21	210	5.00	1,050.00
Trench Excavation	C.Y.	26	3	29	10.00	290.00
Finishing Roadbed & Slopes	All	All	–	All	250.00	250.00
Watering	M-Gal	[illegible]	[illegible]	35	6.00	210.00
1"-0 Aggregate Base	C.Y.	1,340	135	1,475	6.00	8,850.00
Type "C" Asphalt Concrete	Ton	532	53	585	[illegible]	10,588.50
Extra for Paving Approach	Each	4	–	4	100.00	400.00
onc. Curbs Type "C"	C.Y.	16	1	17	100.00	1,700.00
12" Sewer [illegible]	L.F.	60	[illegible]	[illegible]	6.50	[illegible]
12" Culvert [illegible]	L.F.	10	2	12	6.50	78.00
15" Culvert [illegible]	L.F.	12	1	13	10.00	130.00
move & [illegible] Flap Gate	Each	2	–	2	[illegible]	50.00
nc. Inlets, w/Basin G-2	Each	1	–	1	330	330.00
nc. Inlets, w/Basin G-1	Each	2		2	[illegible]	600.00
						$ 29,920.50

8029

4-25-74

8

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section:	Mill Street	Res. Engr.	H. H. Patterson
Highway:	City of Waldport	Approx. Length	0.19± mile
County:	Lincoln		Ruble St. to Alsea Hwy.
Prefix:	321-1453	Date	April 25, 1974
Mean Truck A.D.T.	18	Annual Precipitation	68"±
Traffic Coefficient	5.5	Frost Penetration	- - - -
18 kip s. a. per day	2.2	CBE Total Requirement	18.5"

(1)

Typical Soil

65	LL
22	PI
99	%P 10
45	%P 200
1	% Gravel
34	% C Sand
20	% F Sand
28	% Silt
17	% Clay
4	R Value
A-7-5	AASHO Classif.

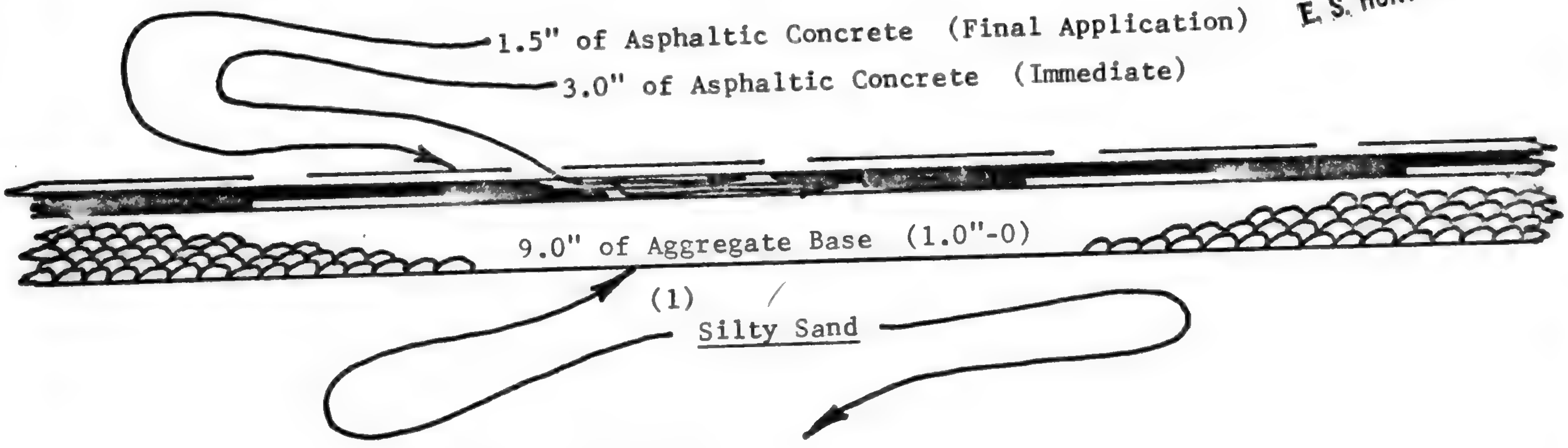
Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
6.0	3.0	A.C. (I.)
9.0	9.0	A.B.
18.0	13.5	

STRUCTURAL SECTION

NOTED
E. S. HUNTER


1.5" of Asphaltic Concrete (Final Application)
3.0" of Asphaltic Concrete (Immediate)
9.0" of Aggregate Base (1.0"-0)
(1)
Silty Sand

RECEIVED
MAY 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Submitted by ______________________
Base Design Engineer

Recommended by ______________________
Engineer of Materials and Research

Recommended by Victor D. Wolfe
Location Engineer

Approved by E S Hunter
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

SECTION: Mill Street

HIGHWAY: City of Waldport

COUNTY: Lincoln

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
Cars Only	2.0"	---	9.5"	13.5"	11.5"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 4.8 and a C.B.E. Requirement of 16.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application."

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Mill Street

HIGHWAY: City of Waldport

COUNTY: Lincoln

700 Present ADT (19 74)

2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	12	1.5	18	15	450	6,750
3	2	1.5	3	3	1000	3,000
4	--	---	--	--	1250	- - -
5	--	---	--	--	3180	- -
6	--	---	--	--	2570	- - -
				18	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 9,750

TWENTY YEAR EWL 195,000

TRAFFIC COEFFICIENT 5.5

SECTION: Mill Street
HIGHWAY: City of Waldport
COUNTY: Lincoln

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks:
5. Cost Comparisons: None made. See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This is a short section (0.19± mile), and traffic does not warrant the use of C.R.P.C.C.

8029

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 24, 1974

TO C. O. Fredrickson, Region II Engineer

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

NOTED
E. S. HUNTER

SUBJECT Use of Uncoated Aluminum Culvert Pipe in Salt Water, Waldport (Mill Street) Section and Cannon Beach (Spruce and 1st Streets) Section

[illegible] 9-1-1 [illegible]

In a recent policy change, the use of uncoated aluminum as a culvert material in hostile environments has been considerably expanded. It is now permissible to use it in a pH range of from 4 to 9 where soil resistivity is 1500 ohm-cm or greater. It has also been approved for use in salt or brackish water providing it is enclosed with a clean granular backfill material.

To provide continuing research and obtain broader experience data under actual installation and site conditions, uncoated aluminum culvert pipe is being specified for use in certain installations on the subject projects. The selected installations are sewer outfalls subject to tidal action. All are extensions of existing metal pipes, most of which have tide gates which will require removal and reinstallation.

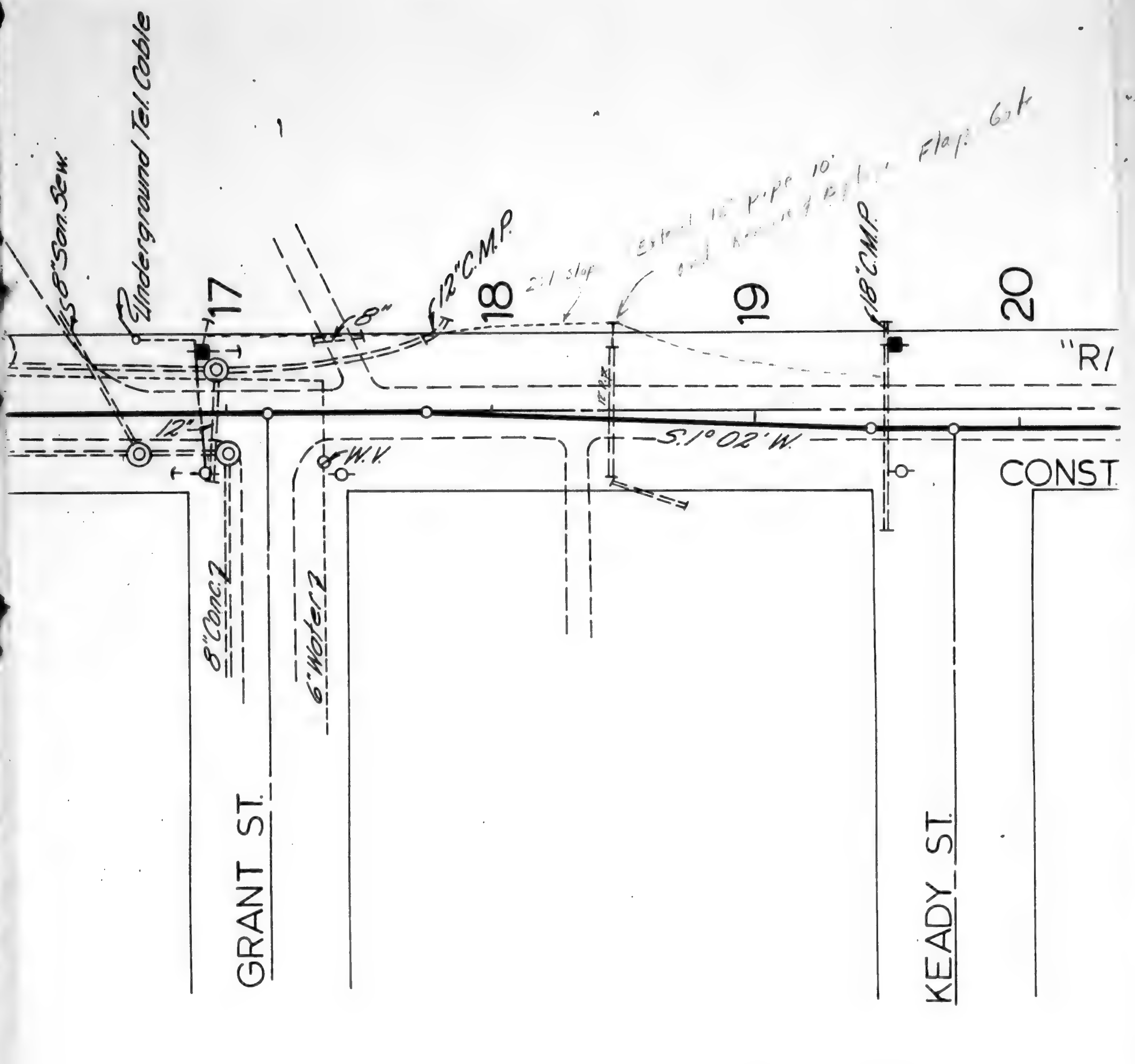
Because of the regular submergence and exposure of these installations and their relatively reasonable accessability, it is felt they would make good study subjects. Therefore, it is requested that the responsible area District Engineers inspect these installations on a regular annual basis and submit condition reports to the Materials Section. It is further felt that these annual inspections need only to be conducted for the first three years. They then can be followed with five, ten, and twenty year reviews.

While survival of the subject installations is not deemed very crucial to the overall welfare of their respective facilities, the study findings may well have critical import of a serious nature to other more important facilities. Your cooperation in the successful pursuit of these studies would be greatly appreciated.

WWR:we

cc: E. S. Hunter   E. L. Everton
John Jenkins   H. C. Johnson

RECEIVED
APR 25 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER


8" San. Sew.
Underground Tel. Cable
17
8"
12" C.M.P.
18
2:1 slop
Extend 12" pipe 10' and [illegible] Flap Gate
19
18" C.M.P.
20
"R/
12"
S.1°02'W.
W.V.
CONST
8" Conc.
6" Water
GRANT ST.
KEADY ST.
WALDPORT

sca

SALEM, OREGON
April 16, 1974

TO: Mr. Victor D. Wolfe
Location Engineer
BUILDING

Attn: Mr. P. L. Carstensen

1974 SCA Project
Mill Street
City of Waldport

Gary

FROM: Gary E. Zehner
Urban Program Engineer
County & City Unit

The survey data on subject section has been examined and found to be consistent with the project as requested by the city and approved by the Transportation Commission.

GEZ:ljt

Att.

cc: E. S. Hunter
L. W. Rulien

☑ ENGR. ☑ A I. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Waldport (Mill St.) Sec.

City Street
Lincoln County

321-1453
March , 1974

NARRATIVE REPORT

This survey was made to prepare plans for construction of a section of Mill St. in the city of Waldport as a Special City Allotment project. The section of Mill St. immediately to the north of this project was constructed in 1968 (Contract No. 7145) under the same (SCA) program.

The center of the right of way was established from existing pins and marks, found both on the centerline and on property corners. The proposed construction centerline was moved westerly seven feet on the southerly portion of the project in order to minimize embankment requirements into the slough area, for reasons of economy and environmental protection. This decision was concurred in by Arnold Cullen, City Engineer, John Wells, Street Committee Member, and Ramon Pankey, Street Superintendent. Bearing on the street was based on the bearing of the Alsea Highway tangent as shown on R/W map, drawing No. 6B-19-7.

The northerly terminus is station 13+00 and the southerly terminus is at the intersection with the Alsea Highway, station 24+08.56. Overall length of this section is 1108.56 feet, or 0.21 mile. The line is all tangent and the grade over the main portion of the project is 0.16%. This has been discussed with the aforementioned parties and all anticipate no problems because of the extremely flat grade. Extreme care will have to be exercised, however, in paving of the one block of curbed section at the northerly end; the pavement at the gutter lines should be warped to meet the existing catch inlets.

The base design utilized in the estimate has been adapted from that used on the 1968 project. Observation of that section after five years of usage, together with questioning of city officials, indicate that this design is adequate. In addition, the earlier job was constructed over a loose sand subbase whereas the current job will be built over the top of the existing surfacing, after scarification of the surface area. This should result in some additional strength being obtained from the existing base. Rather than using the 6 inches of Bottom Course Base plus 2 inches of Levelling Course which was utilized on the previous project I have substituted a full 8 inches of 1"-0 Base in order to save the costs of double staking and of double finishing.

No State controlled material sources have been specified or made available. The most logical place to look is to Eckman Creek Quarry, a commercial source located about 1½ miles up Eckman Creek which is about 1½ miles easterly from the project, making a 3 mile haul. Quarry run material from this source should suffice for granular embankment required in the slough area, material of riprap quality being unnecessary since the area is not subject to extreme flow rates or wave action.

Specs; Sec. 107: Traffic Protection: Since all lots on the west side are unoccupied or have other access, the street can be closed to traffic without undue hardship. The only exception to this is that the trailer court accesses on the east side in the northerly block must be maintained at all times. John Wells, City Councilman, has concurred with the above and has further agreed to furnish the necessary barricades. Adjustment of the barricades can be done by flagmen.

Sec. 201; Clear and Grub: Vegetation is very light and there is one driveway culvert to remove which should be included here rather than making another bid item out of it.

Sec. 202; Structures and Obstructions: No pay, see comment above.

Sec. 203; Excavation and Embankment: Excavation is very light and would be extremely difficult and costly to stake for accurate measurement by cross-section measurement methods. I recommend that no pay item be set up for it and that payment be included in some other bid item.

Common embankment is also very light and strung out, making it costly to measure accurately by cross section methods. I recommend measurement by volume in the hauling vehicle on imported material.

Granular embankment required on the easterly side amounts to some 210 yards. Sec. 203.12(c) should cover the material requirements and again I would recommend truck measure for the sake of economy.

Sec. 206; Trench Excavation: This item should include Ditch Excavation.

Sec. 222; Finishing Roadbed and Slopes: Standard Spec is OK.

Sec. 233; Watering: Standard Spec OK.

Sec. 304; Base Rock: Designate 1"-0 size material be used for the entire depth, to save cost of double staking and double finishing.

Sec. 400; Paving: Include liquid asphalt in the price bid on the mix, to reduce difficulty and cost of documentation involved with a commercial plant.

Sec. 603; Culverts and Incidentals: Standard Specs are OK for the pipe. An item will have to be added to cover removal and replacement of existing flap gates. These are all attached to existing pipe with bands and their removal and replacement should present no special problems. Coating of the connection with a proper sealant should be specified to provide a water tight connection.

Sec. 604; Manholes and Inlets: Standard Specs OK.

Sec. 609; PCC Curbs: Specify a 6-sack commercial mix to save on documentation costs.

ADDITIONAL ANTICIPATED ITEMS: Monument Boxes, by SFO. City Engineer Cullen has indicated that existing pins and marks must be preserved. There are three of these on the existing R/W centerline.

H. H. Patterson

H. H. Patterson
Resident Engineer

Waldport (Mill St.) Sec.
City Street

Lincoln County

321-1453
March , 1974

QUANTITY SUMMARY AND COST ESTIMATE

No.	Item	Unit	Net Quant.	Allow	Total	Rate	Cost
1	Flagging	Hr.	80	0	80	12.00	960
2	Clearing & Grubbing	L.S.			All		500
3	General Exc.	C.Y.	147	13	160	5.00	800
4	Embankment in Place	C.Y.	490	50	540	5.00	2,700
5.	Granular Emb. in Place	C.Y.	189	21	210	5.00	1,050
6	Trench Exc.	C.Y.	2	1	3	10.00	30
7	Finishing Roadbed & Slopes	L.S.			All		250
8	Watering	M-Gal	32	3	35	6.00	210
9	1"-0 Aggregate Base	C. Y.	1248	132	1380	6.00	8,280
10	Class B Asphalt Concrete	Ton	542	58	600	18.10	10,860
11	Extra for Asphalt Approaches	Each	3	1	4	100.00	400
12	12-inch Culvert	L.F.	29	3	32	6.50	208
13	15-inch Culvert	L.F.	6	2	8	8.00	64
14	Remove & Reinstall Flap Gate	Each	2	0	2	25.00	50
15	Manhole Type B	Each	1	0	1	275.00	275
16	PCC Curbs	C.Y.	16	1	17	100.00	1,700
					Subtotal		$ 28,337

Additional Anticipated Items:	Monument boxes, by SFO	100
	Subtotal	28,437
	Engineering & Contingencies @ 20%	5,663
	TOTAL Estimated cost of project	$ 34,100

8029

8

February 22, 1974

City of Waldport
City Hall
Waldport, OR 97394

Attention: Mrs. Viola M. Blackman
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4881

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to Mill Street from the Alsea Highway to Ruble Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

RESOLUTION NO. 391

WHEREAS, THE STATE OF OREGON, acting by and through its Oregon Transportation Commission, has caused to be prepared and submitted to the CITY OF WALDPORT an agreement providing for the improvement of Mill Street from the Alsea Highway to Rubble Street within the said City, by the terms of which agreement the State is to pay the costs, excepting concrete curbs, not to exceed $25,000.00 and the City is to pay the total cost of concrete curbs and any additional costs in excess of $25,000.00 as its SHARE of the total cost of such improvement; and

WHEREAS, said agreement as submitted has been read in full to the council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City of Waldport that the Mayor and Recorder are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing resolution was duly adopted by the Council of the City of Waldport, on the 7 day of February, 1974.

Jack Bird
Mayor

Viola M. Blackman
Recorder

ScA

CITY OF WALDPORT

OREGON

ZIP CODE 97394

PHONE 563-2630

September 17,1973

Mr. Gary E.Zehner
Cities Engineer
Oregon State Highway Division
Highway Building
Salem Oregon 97310

Dear Mr. Zehner:

At the City Council Meeting of September 6, 1973 it was decided that the City of Waldport would be able to pay all costs of the proposed project in excess of the $25,000. of the State Allotment.

Very Truly Yours

Viola M Blackman

City Recorder
Viola M. Blackman

RECEIVED
COUNTY & CITY SECTION
SEP 18 1973
☑ ENGR. ☑ COOR. ☑ GE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

Mrs. Viola M. Blackman
City Recorder
City Hall
Waldport, Oregon 97394

August 30, 1973

Dear Mrs. Blackman:

It is planned to submit your proposed project on Mill Street, from the Alsea Highway to Ruble Street, to the Transportation Commission for consideration of construction (1974) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based on a reconnaissance investigation, is estimated to cost $32,000 (see attached estimate) for a 44-foot curbed street (Ruble to Grant) and a 24-foot street (Grant to Alsea Highway). The State's share would be $25,000.

Should the Commission look with favor on your project, would the City be willing and able to pay all costs of the project in excess of $25,000?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary

Gary E. Zehner
Cities Engineer

GEZ:lat
Att.

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

S.C.A. Investigation Data 1974 PROGRAM

City of Waldport Date 8-9-73 Div. 2
Population: 19[illegible] 770 1973 720
Street Mill Street from Alsea Highway to Ruble Street.

No. previous projects 3
Last project 1968 (year)
Total SCA funds $38,950.13
Funds/capita $54.10
Average/capita $43.15

EXISTING

Surface now in place: A.C. ____ Oil x Gravel ____ Concrete ____
Surface width: 20 feet, Shoulder-shoulder width: ____ feet
C-C width: – feet, R/W width: 60 feet
Remarks:

PROPOSED

Surfacing: A.C. x Oil ____ Other ____
Pave. width: 24 feet, Shoulder width 4-10 feet, C-C width: 44 feet
BASE DESIGN: A.C. 3 inches, Leveling 2 inches, Base 10 inches
Lime T.S.G. – inches, Blanket – inches, P.M.B.B. – inches
Length: 0.17 mile, 900 feet. Type curb: "C"
Remarks:

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ [illegible]
Clearing & grubbing	all	all	L.S.	[illegible]
General excavation	c.y.	[illegible]	[illegible]	[illegible]
Finishing roadbed & slopes ($1,500)	mile			[illegible]
Trench excavation	c.y.		[illegible]	
Watering	M-gal.		[illegible]	[illegible]
Level material (3/4-0)	c.y.	[illegible]	[illegible]	[illegible]
Base material	c.y.	[illegible]	[illegible]	[illegible]
Asphalt	ton	[illegible]		[illegible]
Binder	all	all	L.S.	
Concrete inlets	each			[illegible]
Culvert pipe	lin. ft.		[illegible]	[illegible]
Concrete curbs	c.y.	[illegible]	[illegible]	[illegible]
[illegible]				

*Items include 10% allowance

Total $[illegible]
Perm. signing ($100/intersection) [illegible]
Flagging
Total $[illegible]
Engineering & contingencies (20%) [illegible]
Total $[illegible]
City's estimated share of survey
TOTAL ESTIMATED COST $[illegible]

[illegible]

WALDPORT

8-9-73

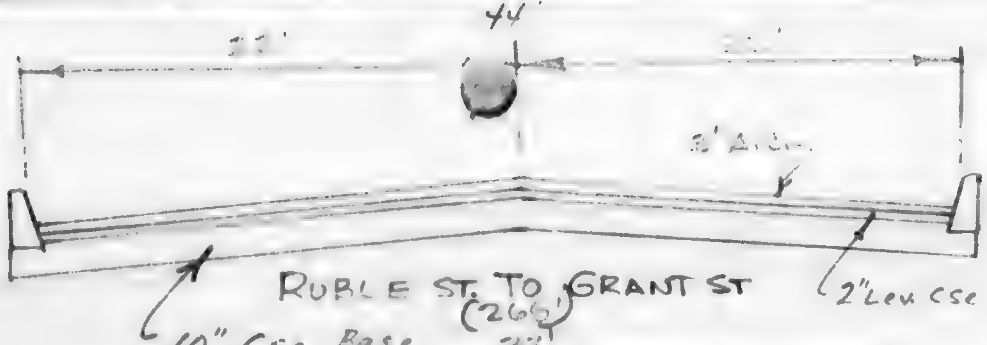
Met with John Wells, discussed project on Mill St. Went over data forms. City wants 44' curbed section from Ruble St. to Grant St. and 24' pavement with 4' shoulders from Grant St. to Alsea Hwy. Grade should be raised 12" to 16" full length of job.

New Mobile Home park must not object to adding to volume of traffic on street. Also at the Alsea Hwy prohibit heavy trucks from using Mill Street.

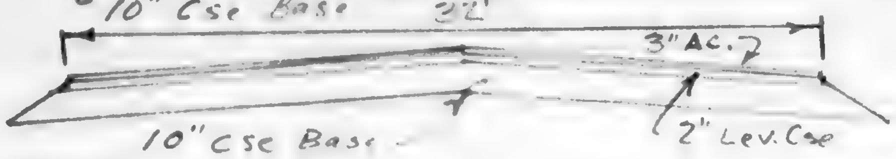
WALDPORT

8-9-73

0.17 MILES
900 FEET


44'
3" A.C.
2" Lev. Cse
10" Cse Base

RUBLE ST. TO GRANT ST
(266')


32'
3" AC.
2" Lev. Cse
10" Cse Base

ALSEA HWY. TO GRANT ST.
(635')

Gen. Exc. = $\frac{265 \times 45'}{27} \times 1.0 \times$ [illegible] = 485 C.Y.

Tr. Exc. = $180' \times \frac{3.0}{27} \times 2.5 \times$ [illegible] = [illegible] C.Y.

Lev. Course = [illegible] 34 × [illegible] = [illegible] C.Y.

Cse. Base = [illegible]

Watering = [illegible]

A.C. [illegible]

[illegible]

[illegible]

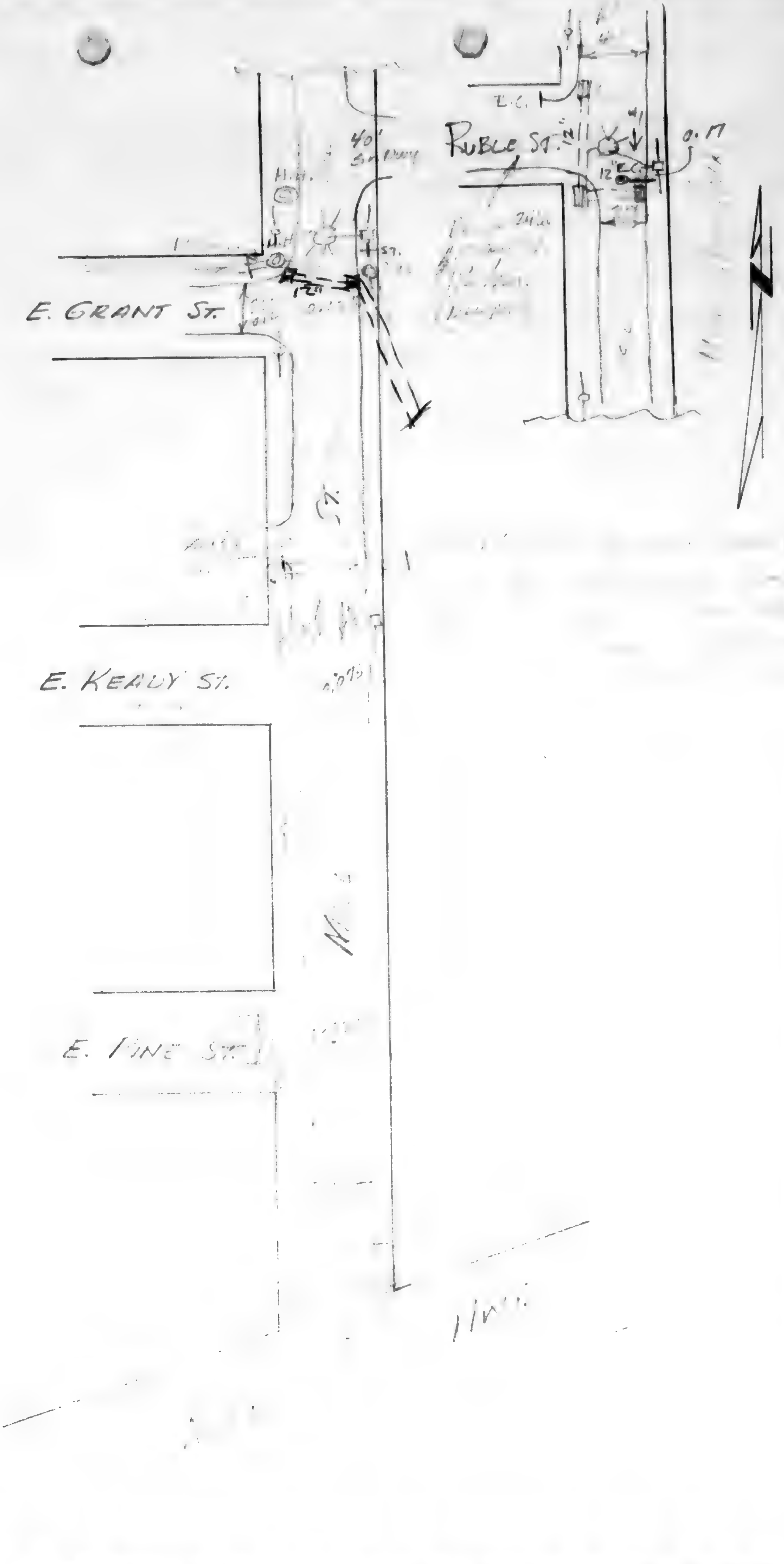
[illegible]

[illegible] × 1. [illegible]

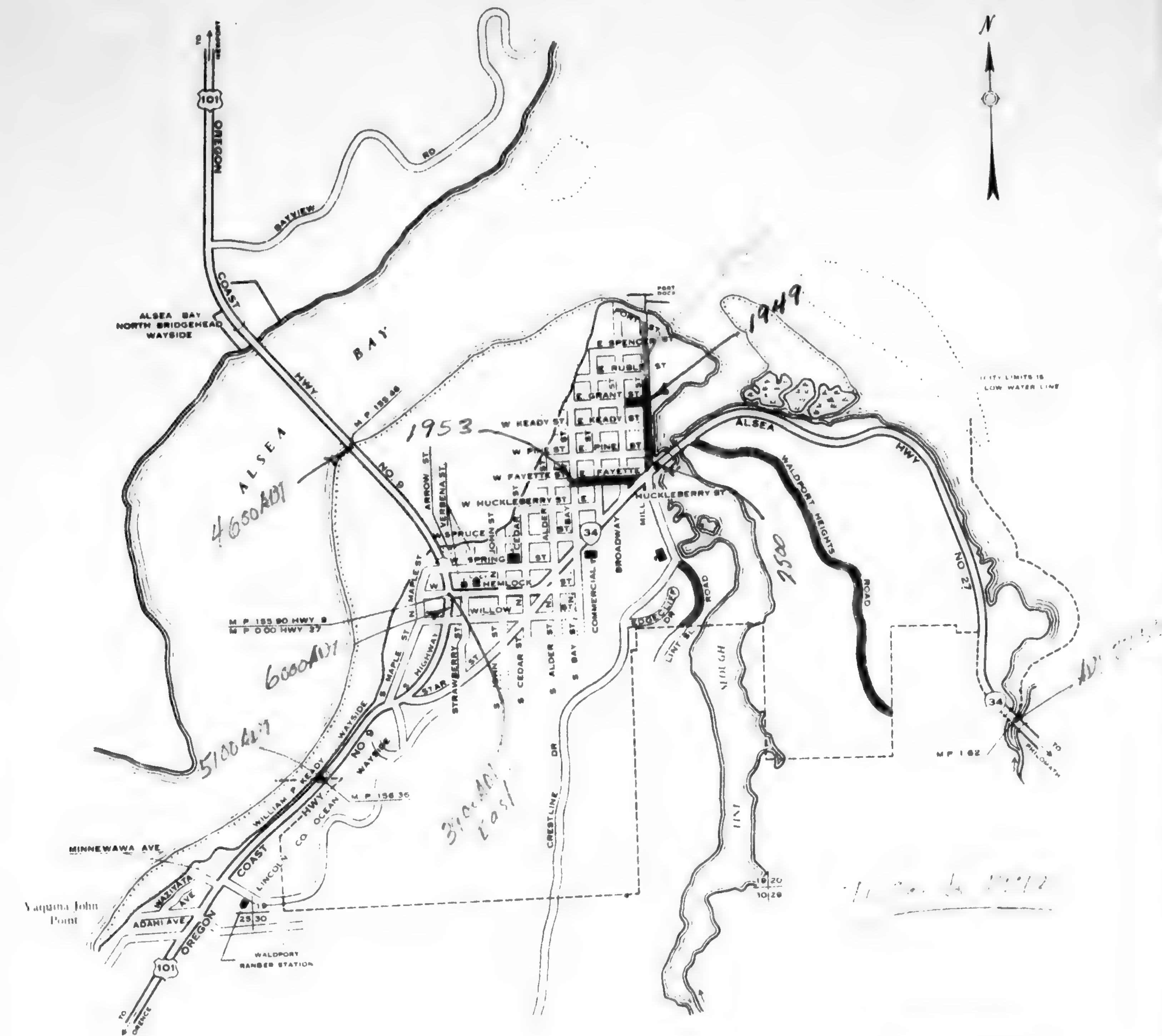
WALDPORT

PICTURES 4

12' Sew Pipe
44'
80'
20'
20'
164
16
180'



40'
H.H.
M.H.
ST.
12"
E. GRANT ST.
E. KEALY ST.
E. PINE ST.
E.C.
RUBLE ST.
12" E.C.
O.M


N
101
OREGON
BAYVIEW RD
COAST HWY NO 9
ALSEA BAY NORTH BRIDGEHEAD WAYSIDE
ALSEA BAY
M P 155 46
4650 ADT
1953
1949
POST DOCK
E SPENCER ST
E RUBLE ST
E GRANT ST
W KEADY ST
E KEADY ST
W PINE ST
E PINE ST
W FAYETTE ST
E FAYETTE ST
W HUCKLEBERRY ST
HUCKLEBERRY ST
ARROW ST
VERBENA ST
W SPRUCE
JOHN ST
CEDAR
ALDER
BAY
34
W SPRING
HEMLOCK
WILLOW
N MAPLE ST
COMMERCIAL
BROADWAY
MILL
ALSEA HWY NO 27
WALDPORT HEIGHTS ROAD
2500
CITY LIMITS IS LOW WATER LINE
M P 155 90 HWY 9
M P 0 00 HWY 27
6000 ADT
S MAPLE ST
S HIGHWAY
STAR ST
STRAWBERRY ST
S JOHN ST
S CEDAR ST
S ALDER ST
S BAY ST
EDGECLIFF DR
LINT ST
ROAD
SLOUGH
LINT
CRESTLINE DR
5100 ADT
WILLIAM P KEADY WAYSIDE
OCEAN WAYSIDE
M P 156 36
3100 ADT East
LINCOLN CO
MINNEWAWA AVE
WAZIYATA AVE
ADAHI AVE
Yaquina John Point
WALDPORT RANGER STATION
19 20
10 29
25 30
M P 1 62
TO FLORENCE
TO PHILOMATH

SIGNED ROUTES

INTERSTATE
U S
ORE

LEGEND

Post Office
School
R R Depot
Public Bldg
CY City Hall
CT Court House
A Armory
L Library
Street open for travel
Street dedicated but not open
--- City Limits

WALDPORT

LINCOLN COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

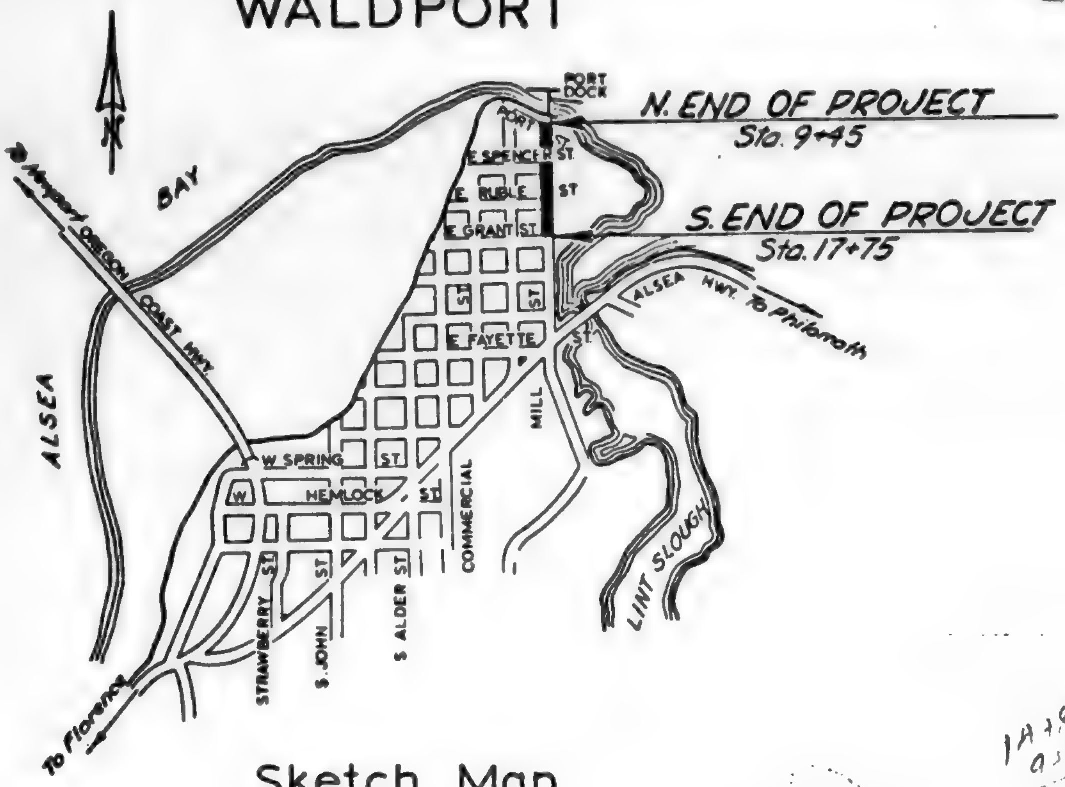
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 777

Scale in Feet

Revised July 1966

WALDPORT

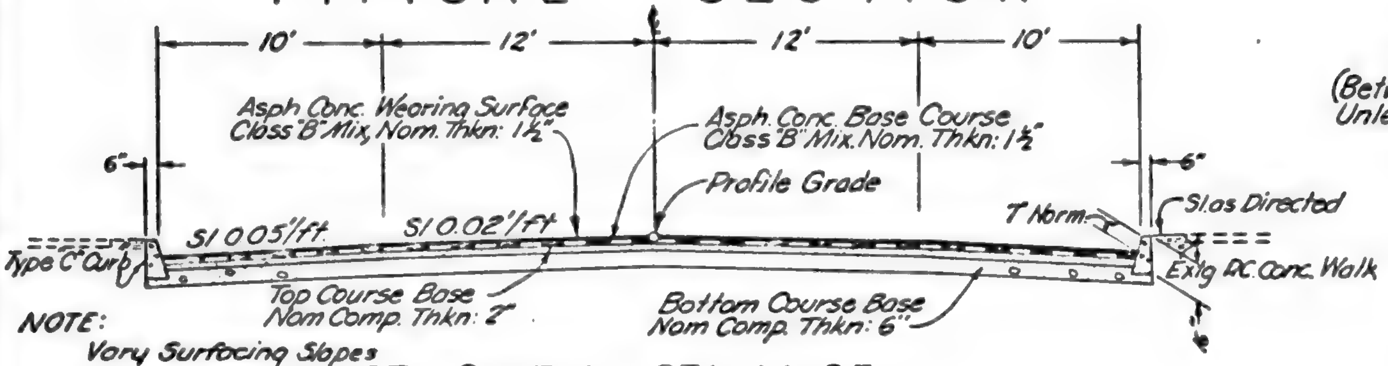

PORT DOCK
N. END OF PROJECT
Sta. 9+45
S. END OF PROJECT
Sta. 17+75
To Newport OREGON COAST HWY.
BAY
ALSEA
E SPENCER ST
E. RUBLE ST
E. GRANT ST
ST
E. FAYETTE ST
ALSEA HWY. To Philomath
MILL
W. SPRING ST
W. HEMLOCK ST
STRAWBERRY ST
S. JOHN ST
S. ALDER ST
COMMERCIAL
LINT SLOUGH
To Florence

Sketch Map

SCALE 0 800 1600 FEET

14+85
9+45
540' or .10 mile

TYPICAL SECTION

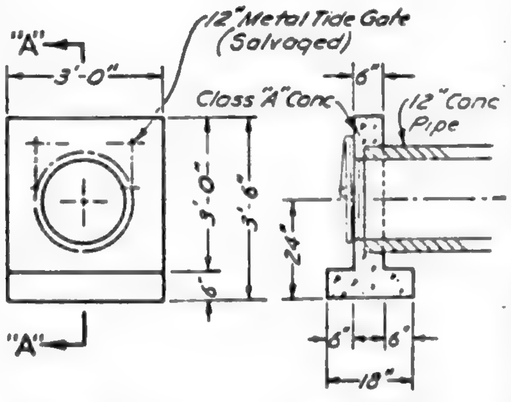

10'
12'
12'
10'
Asph. Conc. Wearing Surface
Class "B" Mix, Nom. Thkn: 1½"
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn: 1½"
Profile Grade
6"
6"
Sl. 0.05'/ft.
Sl. 0.02'/ft.
T Norm.
Sl. as Directed
Type "C" Curb
Exst'g PC Conc. Walk
Top Course Base
Nom. Comp. Thkn: 2"
Bottom Course Base
Nom. Comp. Thkn: 6"

NOTE:
Vary Surfacing Slopes
Where Directed

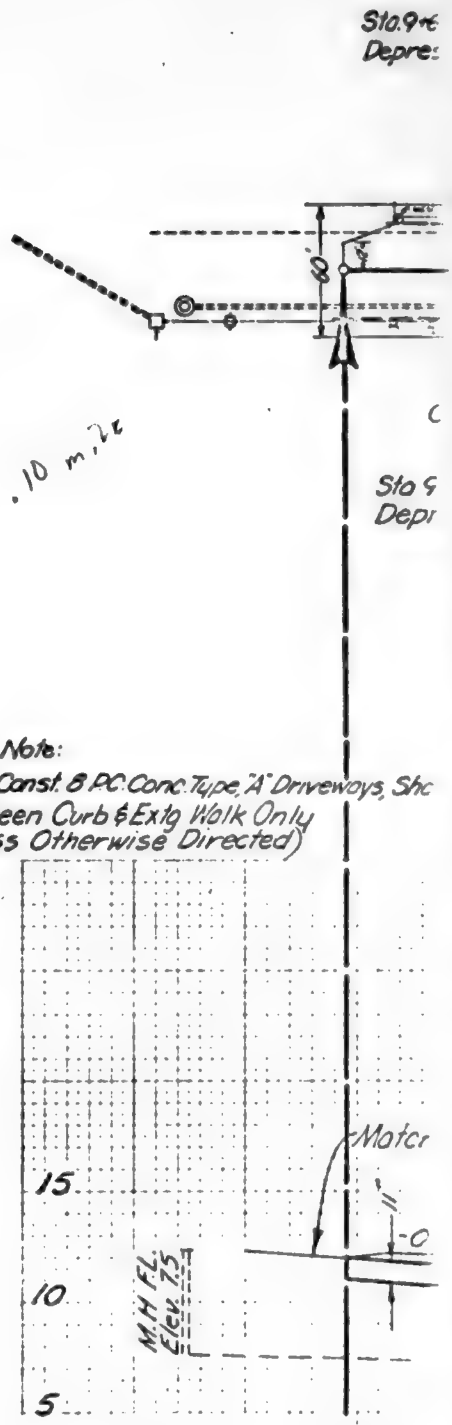
STA. 9+45 to STA. 14+85

SUMMARY

ITEM	UNIT	NET QUANT.	ALLOW.	TOTAL
Temporary Protection & Direction of Traffic	All	All		All
Clearing & Grubbing	All	All		All
General Excavation, Unclassified	Cu. Yd.	1140	110	1250
Trench Excavation	Cu. Yd.	113	17	130
Watering	M-Gals	20	2	22
SS-1 Asphalt in Watering	Gals	625	75	700
3/4"-0 Material in Base	Cu. Yd.	196	24	220
Stone Base	Cu. Yd.	590	60	650
Class "B" Asphalt Concrete	Ton	456	44	500
Loose Riprap	Cu. Yd.	30	4	34
12-inch Reinf. Conc. Storm Sewer Pipe Class V	Lin. Ft.	660	60	720
Concrete Manhole	One	1		1
Concrete Inlets, Type GB-1	One	5	1	6
Concrete Curbs	Cu. Yd.	28	2	30
Concrete Driveways	Sq. Yd.	27	3	30
Salvage and Reinstall Tide Gate	All	All		All


"A"
3'-0"
12" Metal Tide Gate (Salvaged)
Class "A" Conc.
6"
12" Conc. Pipe
3'-0"
3'-6"
24"
6"
6"
6"
18"
"A"

ELEVATION SEC. "A-A"
CONCRETE HEADWALL


Sta. 9+6
Depres
Sta. 9
Depr
60'
Matcr
15
10
5
M.H. Fl.
Elev. 7.5
11'

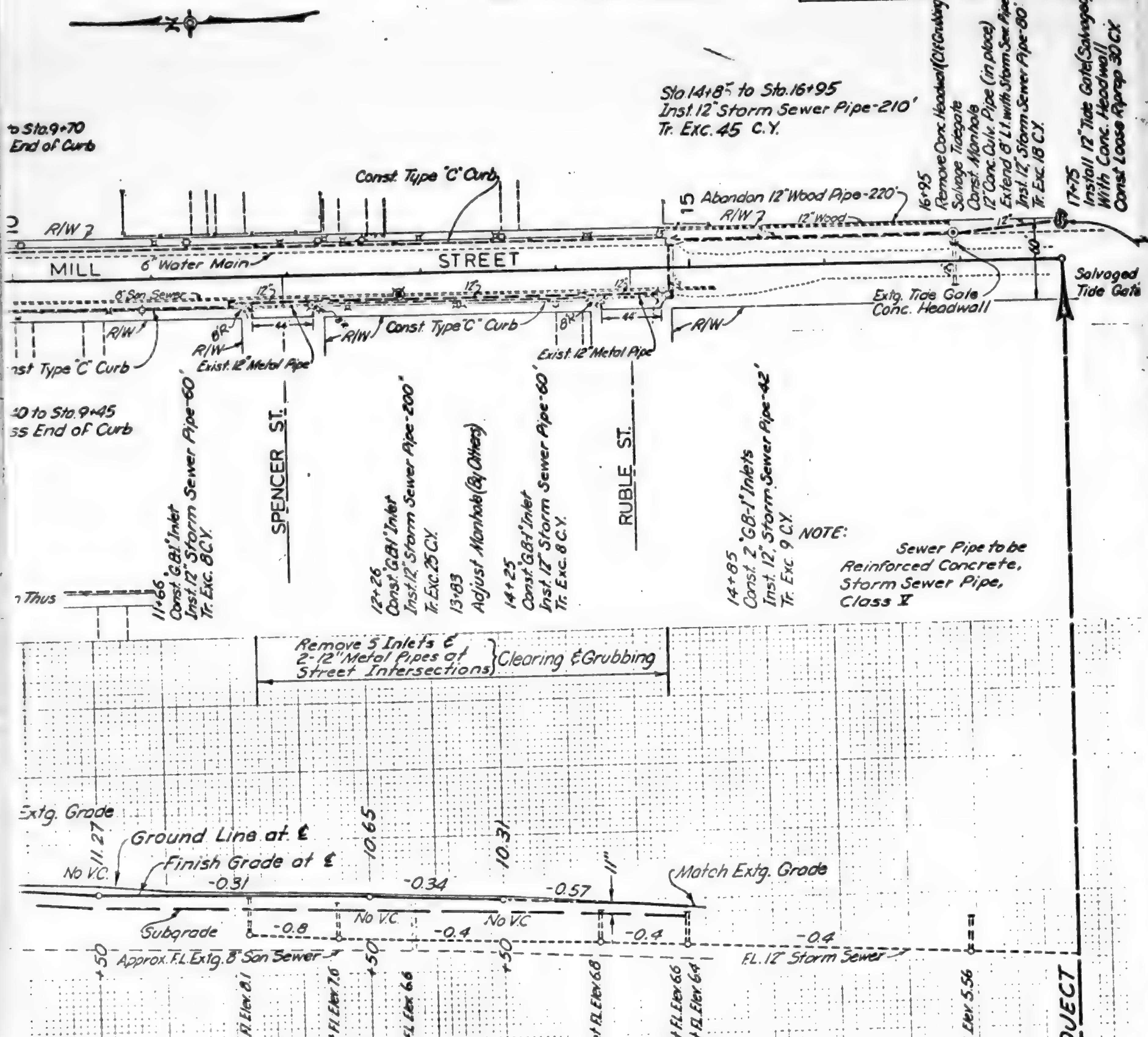
Note:
Const. 8 PC Conc. Type "A" Driveways, Sho
(Between Curb & Ext'g Walk Only
Unless Otherwise Directed)

NORTH END OF PROJECT
STA. 9+45

T. 13 S., R. 11 W., W.M.

Overall Length of Project 0.16 Miles
To Be Accompained By Drg. No.
2050 } Manholes
2050 A }
2105 Inlets
2077 Curbs & Driveways

OREGON STATE HIGHWAY DEPARTMENT GRADING PAVING **WALDPORT (MILL ST.) SECTION** CITY STREET LINCOLN COUNTY				Sheet No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
8	OREGON	STATE	JUNE 1968	1


to Sta. 9+70
End of Curb
Const. Type "C" Curb
Sta. 14+85 to Sta. 16+95
Inst. 12" Storm Sewer Pipe - 210'
Tr. Exc. 45 C.Y.
16+95
Remove Conc. Headwall (Cl. & Grubbing)
Salvage Tidegate
Const. Manhole
12" Conc. Culv. Pipe (in place)
Extend 8' Lt. with Storm Sew. Pipe
Inst. 12" Storm Sewer Pipe - 80'
Tr. Exc. 18 C.Y.
17+75
Install 12" Tide Gate (Salvaged)
With Conc. Headwall
Const. Loose Riprap 30 C.Y.
10
15
Abandon 12" Wood Pipe - 220'
R/W
12" Wood
12"
60
Salvaged Tide Gate
MILL
STREET
6" Water Main
8" San. Sewer
12"
Extg. Tide Gate
Conc. Headwall
R/W
8R
Exist. 12" Metal Pipe
44
Const. Type "C" Curb
8R
Exist. 12" Metal Pipe
nst Type "C" Curb
40 to Sta. 9+45
ss End of Curb
11+66
Const. "G.B.-1" Inlet
Inst. 12" Storm Sewer Pipe - 60'
Tr. Exc. 8 C.Y.
SPENCER ST.
12+26
Const. "G.B.-1" Inlet
Inst. 12" Storm Sewer Pipe - 200'
Tr. Exc. 25 C.Y.
13+83
Adjust Manhole (By Others)
14+25
Const. "G.B.-1" Inlet
Inst. 12" Storm Sewer Pipe - 60'
Tr. Exc. 8 C.Y.
RUBLE ST.
14+85
Const. 2 "G.B.-1" Inlets
Inst. 12" Storm Sewer Pipe - 42'
Tr. Exc. 9 C.Y.
n Thus
Remove 5 Inlets &
2-12" Metal Pipes at
Street Intersections
Clearing & Grubbing
Extg. Grade
11.27
10.65
10.31
Ground Line at ℄
Finish Grade at ℄
No V.C.
-0.31
-0.34
-0.57
11"
Match Extg. Grade
Subgrade
-0.8
No V.C.
-0.4
No V.C.
-0.4
-0.4
+50
+50
+50
Approx. F.L. Extg. 8" San. Sewer
F.L. 12" Storm Sewer
Inlet Fl. Elev. 8.1
Inlet F.L. Elev. 7.6
MH F.L. Elev. 6.6
Inlet F.L. Elev. 6.8
(Rt.) Inlet F.L. Elev. 6.6
Inlet F.L. Elev. 6.4 (Lt.)
MH F.L. Elev. 5.56
Exc. 1140 (Excess)
SOUTH END OF PROJECT
STA. 17+75
10
15

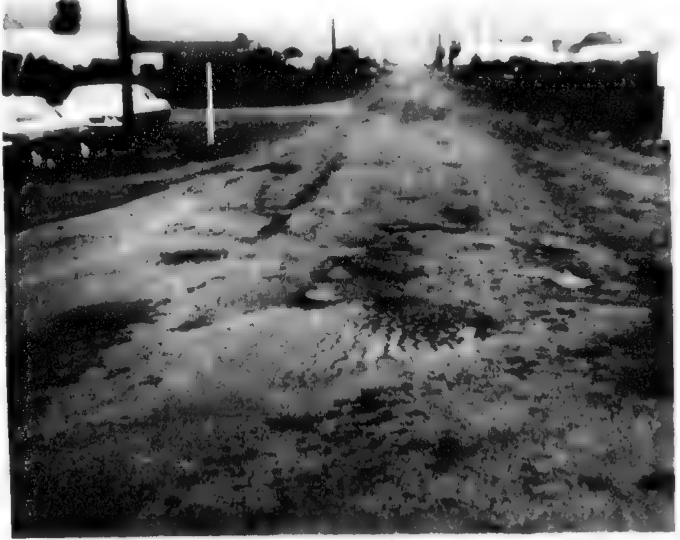
NOTE:
Sewer Pipe to be Reinforced Concrete, Storm Sewer Pipe, Class V

port (Mill Street) Section
ading and Paving

ITEM AND QUANTITY		UNIT	UNIT PRICE	AMOUNT
TEMPORARY PROTECTION AND DIRECT OF TRAFF	1.000	LUMP SUM	120.0000	120.00
CLEARING AND GRUBBING	1.000	LUMP SUM	50.0000	50.00
GENERAL EXCAVATION UNCLASSIFIED	1,250.000	CU YDS	1.2500	1,562.50
TRENCH EXCAVATION	130.000	CU YDS	2.2500	292.50
WATERING	22.000	M-GALS	1.0000	22.00
SS-1 ASPHALT IN WATERING	700.000	GALS	.5000	350.00
3/4 IN-0 MATERIAL IN BASE	220.000	CU YDS	5.0500	1,111.00
STONE BASE	650.000	CU YDS	4.4000	2,860.00
CLASS B ASPHALT CONCRETE	500.000	TONS	12.1500	6,075.00
LOOSE RIPRAP	34.000	CU YDS	7.0000	238.00
12-INCH REINF CONC STORM SEWER PIPE CL	720.000	PER LIN FT	5.8500	4,212.00
CONCRETE MANHOLE	1.000	ONLY	400.0000	400.00
CONCRETE INLETS TYPE GB-1	6.000	ONLY	90.0000	540.00
CONCRETE CURBS	30.000	CU YDS	68.0000	2,040.00
CONCRETE DRIVEWAYS	30.000	SQ YDS	6.0000	180.00
SALVAGE AND REINSTALL TIDE GATE	1.000	LUMP SUM	75.0000	75.00
ROAD + DRIVEWAY CO NEWPORT			Total Amount of Contract	20,128.00

8-9-73

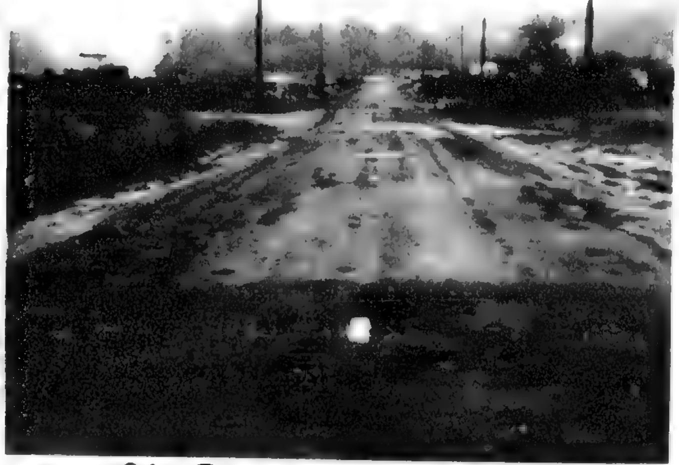
Looking N. on Mill St.



WALDPORT 8-9-73

At Alsea Hwy.

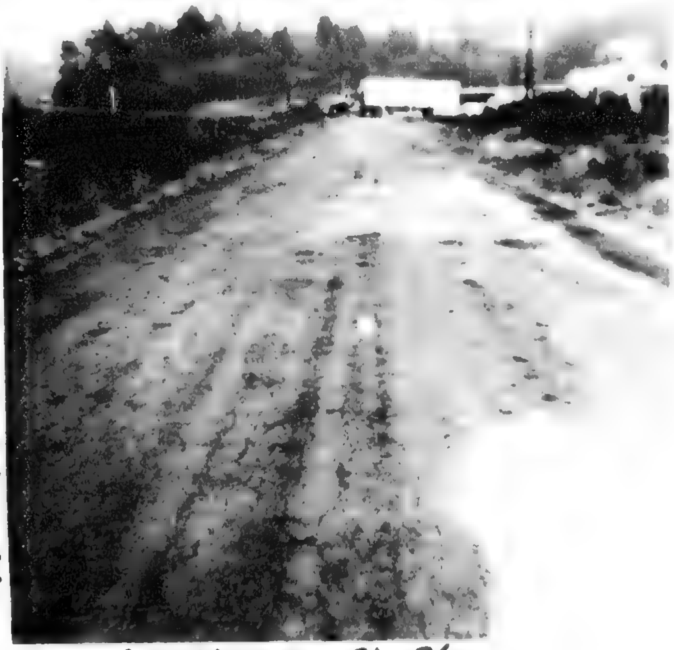
Looking S. on Mill St.



WALDPORT 8-9-73

At Ruble St

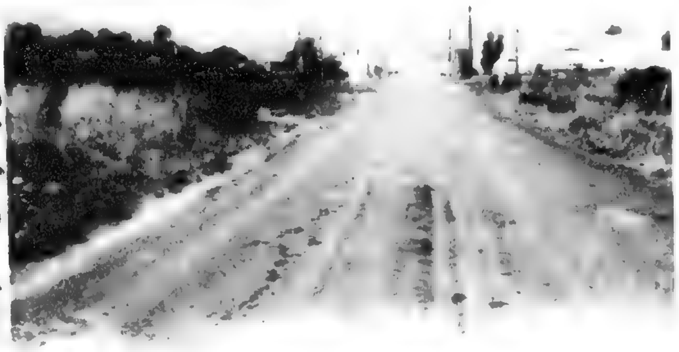
Looking S. on Mill St.



WALDPORT 8-9-73

At Keady St. R/W

Looking N. on Mill St.



PORT 8-9-73

SCA

PROJECT DATA, CITY OF Waldport Date March 29,1973

To be financed by Special City Allotment Fund and necessary city funds.

Street name Mill
(Locate project on attached map.)

Project length 1000'

DESIRED STREET SECTION:

Standard roadway; width of travel way: 24 feet, width of shoulders: 6 feet

Curbed section; width curb to curb: 42 feet

Remarks curb to Grant St. only

Surface now in place: Oil X Paving ____ Gravel ____

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: R ofW 60' Surface 20'

Are intersecting streets curbed? Yes ____ No X

Remarks ____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: 42 feet

City to construct curbs? Yes ____ No ____

To be constructed as part of project? Yes X No ____

Length of desired radius on curb returns: 10 feet

Does city desire special type of curbs? Yes ____ No X

Explain: 1 Block Ruble St. to Grant St.

RECEIVED
COUNTY & CITY SECTION
APR 12 1973
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

SIDEWALKS (All new sidewalks to be constructed at City's expense.) - - - - - -

Are sidewalks now in place? Yes___ No X

Present sidewalks, Length: _______feet; Width: _______feet

Distance between present sidewalks: _______feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: _______feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No X ; Width: _______feet

Remarks Sidewalks not required

STORM SEWERS -

Now in place?. Yes X No___

If yes, are they adequate for increased flow? Yes X No___

Indicate depth of main lines from present surface: 4 feet

To be constructed by City? Yes___ No X

To be constructed as part of project? Yes___ No___

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 3½ feet

Remarks Grant to Ruble only

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ___

If yes, how deep from present surface? 3 feet

Remarks Grant St. to Ruble only

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.)~~

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ___

Must driveways be Portland cement to comply with city code? Yes X No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No X

Electric poles? Yes X No ___

Which company? Central Lincoln Public Utilities
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? Pioneer Telephone Cooperation

Railroad tracks? Yes ___ No X

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No X

Remarks ___

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks ______

GENERAL INFORMATION:

Are city finances available? Yes ___ No ___

When available? Date ______

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: ______

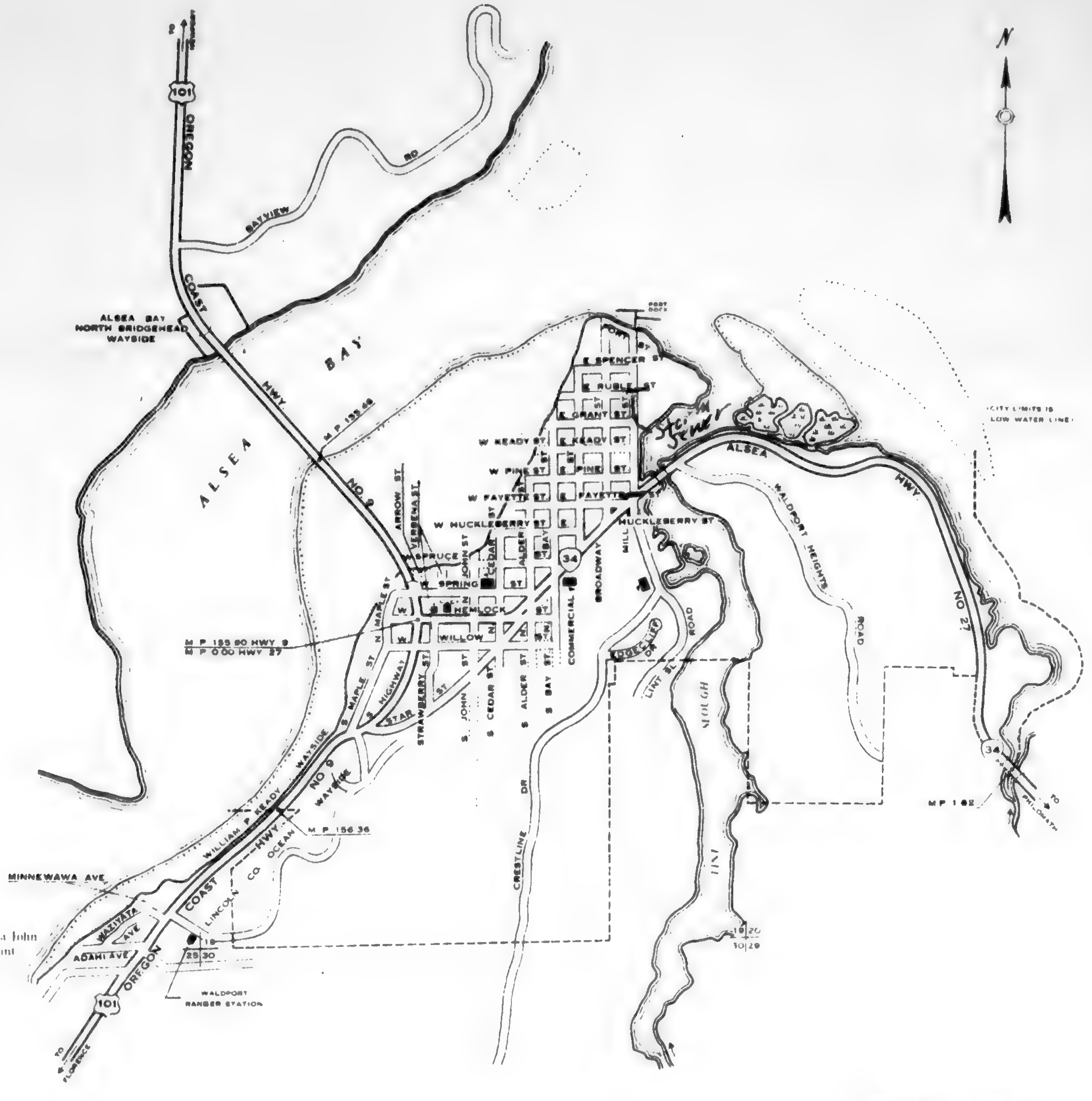
No Excess Anticipated

General remarks: ______

By ______
Mayor

By Viola M. Blackman
City Recorder or City Manager

By Arnold W Cullen
City Engineer


N
101
OREGON
BAYVIEW RD
COAST
ALSEA BAY NORTH BRIDGEHEAD WAYSIDE
ALSEA BAY
HWY
M P 155 66
NO 9
PORT DOCK
PORT ST
E SPENCER ST
E RUBLE ST
E GRANT ST
W KEADY ST
E KEADY ST
W PINE ST
E PINE ST
W FAYETTE ST
E FAYETTE ST
W HUCKLEBERRY ST
HUCKLEBERRY ST
ARROW ST
VERBENA ST
W SPRUCE
W SPRING ST
W HEMLOCK
W WILLOW
N MAPLE ST
N JOHN ST
N CEDAR ST
N ALDER ST
N BAY ST
34
COMMERCIAL
BROADWAY
MILL
Storm Sewer
ALSEA HWY NO 27
WALDPORT HEIGHTS ROAD
CITY LIMITS IS LOW WATER LINE
M P 155 90 HWY 9
M P 0 00 HWY 27
S MAPLE ST
HIGHWAY
STAR ST
STRAWBERRY ST
S JOHN ST
S CEDAR ST
S ALDER ST
S BAY ST
EDGECLIFF DR
LINT SL
ROAD
SLOUGH
LINT
CRESTLINE DR
WILLIAM P KEADY WAYSIDE
WAYSIDE
M P 156 36
LINCOLN CO OCEAN
COAST HWY
MINNEWAWA AVE
WAZIYATA AVE
ADAHI AVE
Yaquina John Point
OREGON 101
19
25 30
WALDPORT RANGER STATION
TO FLORENCE
34
M P 1 62
TO PHILOMATH
16 20
10 29

SIGNED ROUTES

INTERSTATE 101
U S 100
ORE 100

LEGEND

● Post Office
● Public Bldg
CH City Hall
CT Court House
A Armory
L Library
■ School
● R R Depot
Street open for travel
Street dedicated but not open
– – – City Limits

WALDPORT

LINCOLN COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 777

Scale in Feet

Revised July 1966

3-8-73

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Waldport is an incorporated city of the State of Oregon and has a population of 770 as given by the latest official census; and

WHEREAS, the following streets of said city,

Mill Street

RECEIVED
COUNTY & CITY SECTION
MAR 14 1973
☐ ENGR. ☑ COOR. ☐ [illegible] ☒ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are 'receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

c-50, 1959 Rev.)

4. That the City of Waldport does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate John H. Wells as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8 day of March, 1973.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Waldport at a regular or special meeting of said Council, held on the 8 day of March, 1973, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8 day of March, 1973.

Viola M. Blackman
City Recorder

(cc-50, 1959 Rev.)

8030 N. Ontario Intch.-Idaho St. 1974
Line-Old Oreg. Trail.(Grading,
paving.guardrail.sign.illum.)

8030 1

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 27, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contracts 8030, 8059/60, 8146
8199, 8222, 8236

We received your safekeeping receipt # 146094 covering TCD # 4 213754, $50,000 and TCD #4 213755, $50,000. This replaces TCD 4 206087, $50,000 and TCD 4 206086, $50,000 (Safekeeping Receipt 146074). The amounts of the current deposits on each contract, the amounts deposited on the matured certificates, and the net increase (decrease) on each contract are as follows:

Contract	Current S/K Rect. 146094	Matured S/K Rect. 146074	Net Increase (Decrease)
8030	$ --	$ 29,000	$(29,000)
8059/60	49,000	21,000	28,000
8146	39,000	43,500	(4,500)
8199	12,000	---	12,000
8222	--	1,500	(1,500)
8236	--	5,000	(5,000)
Total	$100,000	$100,000	--

Safekeeping Receipt 146074 is enclosed.

In the future, please do not transfer amounts from one contract to another, without specific authorization from the Highway Division.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head
J. Bond
R. Church
C. BArrett
File Copy

US BANK

UNITED STATES NATIONAL BANK OF OREGON

Feb. 23, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146094 covering $50,000 time certificate #4 213754 and $50,000 time certificate #4 213755 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $29,000 and $20,000, #8146 $5,500 and $33,500 and #8199 $12,000.

This receipt is for renewals of time certificates #4 206086/87.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

146094

Branch McMinnville No. 017

RECEIVED
FEB 2 1976
CONTRACT ACCOUNTING

DATE 2-19-76

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213754 dtd 2-19-76 due 3-22-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206086)

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213755 dtd 2-19-76 due 3-22-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206087)

in lieu of retainage for
job #8059/60 #8146 $5,500 $33,500
$29,000 $20,000 #8199 $12,000

Funds in these certificat
to be released to J. C.
Compton Co. only upon
written notice to disburs
from Oregon State Highway
Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mat entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

8030

15

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 27, 1976

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contract 8030, 8059/60
8146, 8222, 8236

We received your safekeeping receipt 146095, covering TCD 4 213778, $50,000, and TCD 4 213779, $50,000. This replaces TCD 4 205959, $100,000 which has matured. The amounts of the current deposits, the previous deposits (TCD 4 205959) and the net increase (decrease) on deposit on each contract are as follows:

Contract	Current Deposit	Matured Deposit	Net Increase (Decrease)
8030	$ --	$ 50,000	($50,000)
8059/60	30,000	30,000	---
8146	55,000	20,000	35,000
8222	10,000	--	10,000
8236	5,000	--	5,000
Total	$100,000	$100,000	---

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

Form 81-734-3122

US BANK

UNITED STATES NATIONAL BANK OF OREGON

Feb. 26, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146095 covering $50,000 time certificate #4 213778 and $50,000 time certificate #4 213779 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 $5,000.

This receipt is for renewal of time certificate # 4 205959.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146095

Branch McMinnville No. 17

DATE 2-26-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of Oregn State Highway Division

DEPOSITED BY J. C. Compton Co.

$50,000.00 5.0% nonnegotiable time cft. of dep. #4 213778 dtd 2-26-76
due 3-29-76 in name of J. C. Compton Co. (renewal of #4 205959)
endorsed by J. C. Compton Co.
$50,000.00 5.0% nonnegotiable time cft. of dep. #4 213779 dtd 2-26-76
due 3-29-76 in name of J. C. Compton Co. (renewd of $4 205959)
endorsed by J. C. Compton Co.
in lieu of retainage for

$30,000	job #8059/60	$5,000	#8236
55,000	8146		
10,000	8222		

Funds in these certificates to be
released to J. C. Compton Co.
only upon written notice to disbur
from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-868 7/72

Customer Copy

8030

15

1859

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 26, 1976

U. S. National Bank
PO Box 600
McMinnville, OR 97128

Re: J. C. Compton Co.
Contracts 8236, 8030

Please transfer $9,000.00 deposited in lieu of retainage on contract 8030 (TCD 4 206010, Safekeeping Receipt 146062) to contract 8236. This amount should remain credited to contract 8236 until you receive written notification to transfer from the Highway Division.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head
John Bond
R. Church
C. Barrett
File Copy

Form 81-734-3122

8030

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 22, 1976

United States National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contr. 8030, 8059/60,
8146, 8222, 8236

We received your safekeeping receipt # 146074 covering TCD 206086, $50,000 and TCD 206087, $50,000. This replaces TCD 206008, (safekeeping receipt 146064) which has matured. There are no changes in the amounts deposited in lieu of retainage on J. C. Compton contracts. Please note that the new safekeeping receipt should read "in lieu of retainage for" 8146 - $29,000 + $14,500 or $43,500.00.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File copy

UNITED STATES NATIONAL BANK OF OREGON

Jan. 21, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146074 covering $50,000 time certificate #4 206086 and $50,000 time certificate #4 206087 for J. C. Compton Co. This is a renewal of time certificate #4 206008.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

US BANK

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146074

Branch McMinnville No. 2017

DATE 1-20-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 206086 dtd 1-20-76 due 2-19-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206008)

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 206087 dtd 1-20-76 due 2-19-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206008)

in lieu of retainage for
job #8146 $29,000 8146 $14,500 8059 $21,000
#8222 1,500 8030 29,000 8236 5,000

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof [illegible] are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

19-865 7/72

Customer Copy

#8030

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State highway Engineer

bc: C. W. Head
J. Bond
R. Church
C. Barrett

December 31, 1975

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

We received your safekeeping receipt 146062, covering TCD #4 206010, $25,000 and safekeeping receipt 146064, covering TCD #4 206008, $100,000, to be used as securities deposited in lieu of retainage on our contracts with J. C. Compton Co. By copy of this letter, we are requesting the Oregon State Treasurer to return TCD #4 189396 to you.

The amounts of the current deposits, the returned deposits, and the net increase on deposit on our contracts with J. C. Compton Co. are as follows:

Safekeeping Receipt 146064:

Contract	Current Deposits	Returned Deposits	Net Increase
8146	$29,000	$29,000	0
8172	16,000	16,000	0
8030	29,000	29,000	0
8059/60	21,000	21,000	0
8236	5,000	5,000	0

Safekeeping Receipt 146062

Contract	Current Deposits	Returned Deposits	Net Increase
8059/60	10,000	---	$10,000
8030	9,000	---	9,000
8236	6,000	---	6,000

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

JP:pl cc: Oregon State Treasurer

Form 81-734-3122

US BANK

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146064

Branch McMinnville No. 17

DATE 12/22/75

For The Account of
State of Oregon
Department of Transportation

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't ____
☐ CR. SVNG. Acc't ____
☐ Remit ____

DEPOSITED BY J. C. Compton Co.

$100,000.00	U. S. National Bank of Oregon 5.375% nonnegotiable time cft. of dep. #4 206008 dtd 12/19/75 due 1/19/76 reg n/o J. C. Compton Co. endorsed by J. C. Compton Co. Funds in this certificate to be released to J. C. Compton Co only upon written notice to disburse from Oregon State Highway Division in lieu of retainage for Job # 8146 $29,000 Job # 8030 ✓ $29,000 Job # 8236 #8172 16,000 # 8059 21,000 $5,000

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-265 7/72

Customer Copy

UNITED STATES NATIONAL
BANK OF REGON
SAFEKEEPING RECEIPT

146062

Branch McMinnville No. 17

DATE 12/22/75

For The Account of State of Oregon
Department of Transportation

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$25,000.00 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. # 4 206010 dtd 12/19/75 due 3/18/76 reg n/o J. C. Compton endorsed by J. C. Compton Co.

in lieu of retainage for

Job # 8060	$10,000.00
# 8030	9,000.00
# 8236	6,000.00

per letter of 12/9/75

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Divisic

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-265 7/72

Customer Copy

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

December 23, 1975

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146064 covering U. S. National Bank time certificate of deposit #4 206008. Please return time certificate #4 189396 tous. 100 000.00 Also enclosed is our safekeeping receipt #146062.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

PJM/bjm

Encs

RECEIVED
DEC 24 1975
CONTRACT ACCOUNTING

8030

December 22, 1975

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On December 15, 1975, we wrote to you concerning release of final payment on Contract No. 8030 awarded to J. C. Compton Company for work on the N. Ontario Interchange-Idaho State Line Section of the Old Oregon Trail in Malheur County.

The total contract amount is $1,752,690.43 including $2,538.48 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc., of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8030 98

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem

December 10, 1975

RDChurch for

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8030, Work Completed July 30, 1975

Project N. Ontario Intchge.-Idaho State Line

Highway Old Oregon Trail, County Malheur

Type of Work Grading, Paving, Guardrail, Signing & Illum.

Contractor J. C. Compton Co.

Recommended Acceptance Date December 12, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:md

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED

F B Klaboe
STATE HIGHWAY ENGINEER

DATE: 12-10-75

RECEIVED
STATE HWY ENGR
DEC 10 '75
REFER TO
FOR
Info Inve. R D D R Spec Act File

8030

10

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 9, 1975

J. C. Compton Co.
PO Box 86
McMinnville, WA 97128

Attention: Allen Hay

Re: Contracts 8030 & 8236

Per your request, we have transferred $6,000.00 of TCD 195949, deposited in lieu of retainage on contract 8030, to contract 8236. We presently hold U.S. National safekeeping receipt 146028 for the above certificate.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: U. S. National Bank

bc: ~~C. W. Head~~ R. Church
j. Bond C. Barrett
File

Form 81-734-3122

8030

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 2, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy Mathews

Please correct our letter of December 1, 1975, to read: We are notifying the State Treasurer to return certificate of deposit 195851, $100,000, to you. (OST safekeeping receipts 1572, 1573, 1574) There is no increase on contracts 8030, 8059/60 and 8146. There is an increase of $10,000 in the amount on deposit in lieu of retainage on contract 8222.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
Oregon State Treasurer

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

Form 81-734-3122

8030

OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 1, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

We received your safekeeping receipt 146041, $110,000, to be used in lieu of retainage on our contracts with J. C. Compton Company as follows:

Contract	Amount
8030	$50,000
8059/60	30,000
8146	20,000
8222	10,000

We are also notifying the State Treasurer to return certificate of deposit 195851, $20,000, to you. (OST safekeeping receipt 1574) There is no increase in the amount deposited for contract 8146.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
Oregon State Treasurer

bc: J. Bond R. Church
C. Head C. Barrett
File Copy

Form 81-734-3122

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

Nov. 26, 1975

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146041 covering $10,000 City of Eugene bonds and U. S. National Bank time certificate of deposit #4 205959. Please return time certificate #195851 to us.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146041

6

Branch McMinnville No. 17

DATE Nov. 26, 1975

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$10,000 City of Eugene 5% Gen. Obligation 10th & Oak Overpark Bancroft Improvement Bond dtd 6-1-69 due 6-1-76 #125/6 with 12-1-75 and sca in lieu of retainage job #8222

$100,000 5.875% nonnegotiable time cft. of dep. #4 205959 dtd 11-26-75 due 2-24-76 in name of J. C. Compton Co.

in lieu of retainage for
$50,000 contract #8030
30,000 8060
20,000 8146

Funds in these bonds and certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

8030 13

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Ontario Intchg. - Idaho State Line

WEEK ENDING: October 25, 1975

SECTION PREFIX: 623-1033

HIGHWAY: Old Oregon Trail

COUNTY: Malheur

NAME OF JOB: N. Ontario Intchg - Idaho State Line

KIND OF WORK: Grading, Paving, Guardrail, Signing & Illum.

CONTRACTOR: J.C. Compton Company

CONTRACT NUMBER: 8030

FEDERAL AID PROJECT NUMBER: I-80N-8(29)373

DATE OF CONTRACT: June 22, 1974

DATE WORK STARTED: August 22, 1974

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 275

WORK DAYS USED:

CALENDAR DAYS USED: 275

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 2,070,423.36

EXCLUSIVE OF ENGINEERING: $ 1,923,183.20

ENGINEERING AUTHORIZATION: $ 147,240.36
218.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,850,370.00

ENGINEERING COST TO DATE: $ 142,678.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED PERCENT: OVERRUN UNDERRUN 3 %

PERCENT OF AUTHORIZATION: 97 %

DATE PROJECT WAS COMPLETED: July 30, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Signing	Illumination
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.48	3.48			3.48
MILES PARTIALLY COMPLETED	3.48	3.48			3.48
MILES COMPLETED	3.48	3.48			3.48
TOTAL ESTIMATED QUANTITIES (CONTRACT)	32,350 cy	37,300 ton	90,850 ton		54,950 ton
TOTAL QUANTITIES CORRECTED TO DATE	56,000 cy	29,090 ton	86,400 ton		51,982 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	53,075 cy	29,045 ton	86,400 ton		51,982 ton
AVERAGE DAILY QUANTITIES	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		0
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	19	Part. Cloudy	0		
MONDAY	20	Mostly Cloudy	0		
TUESDAY	21	Cloudy - Windy	0		
WEDNESDAY	22	Cloudy - Windy	0		
THURSDAY	23	Cloudy	0		
FRIDAY	24	Fair	0		
SATURDAY	25		0		

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg
RECEIVED
OCT 28 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 19	No activity
MONDAY 20	No activity
TUESDAY 21	No activity
WEDNESDAY 22	No activity
THURSDAY 23	No activity
FRIDAY 24	No activity
SATURDAY 25	No activity

REMARKS

Semi-final submitted to Region Office Thursday Oct. 23, 1975.

FINAL REPORT

SIGNED ________ LOCATION Ontario

C.D. Hiatt, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8030

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 22, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: James D. Cline

We received your safekeeping receipt, number 146028, covering TCD # 4 195949, $25,000, to be used as a deposit in lieu of retainage on our contracts with J. C. Compton Co. as follows:

Contract 8030	$15,000
Contracts 8059/60	10,000

We have notified the State Treasurer to return $25,000 in bonds deposited on these contracts for which Oregon State Treasurer safekeeping receipts 1505 and 1506 were issued. No change results in the amount deposited in lieu of retainage.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton

bc: C. W. Head R. Church
J. Bond C. Barrett

Form 81-734-3122

-31

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

146028

Branch McMinnville No. 17

DATE 10-17-75

PHOTOCOPY

For The Account of

State of Oregon
Department of Transportation

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$25,000.00 U. S. National Bank of Oregon 5% nonnegotiable time cft. of dep. #4 195949 dtd 10-17-75 due 12-16-75 in name of J. C. Compton Co. endorsed by J. C. Compton Co.

(in lieu of retainage for
$10,000 Job #6060
$15,000 #6030)

PHOTOCOPY

[illegible] covered by this receipt [illegible] changed for [illegible] or if the [illegible] mature or are called for payment, they may be [illegible] subject to the [illegible] printed on the back hereof which, by the acceptance hereof, [illegible] any options or privileges inuring to the owners of any [illegible] in writing by the [illegible]

PHOTOCOPY

NOT NEGOTIABLE

Customer Copy

33-08100
73 - 8178

148

31

US BANK

UNITED STATES NATIONAL BANK OF OREGON

Oct. 17, 1975

Mr. Vernon E. Skoog
Controller
Oregon State Highway Division
Highway Building
Salem, Ore. 97310

Dear Mr. Skoog:

We are enclosing herein our safekeeping receipt #146028 covering a U. S. National Bank time certificate of deposit #4 195949. Please return directly to the J. C. Compton Co. the bonds you now hold in lieu of retainage on your safekeeping receipts #1506 and #1505.

Very truly yours,

James D. Cline

James D. Cline
Vice President & Manager

JDC/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

[illegible]

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 10-17

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-1-75

ATE Oregon

COUNTY Malheur

PROJECT NUMBER I-80N-8(29)373

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 31, 19 74, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,010,661	$ 2,018,645
Federal funds	$ 1,855,236	$ 1,861,935
Other revisions		

This modification is made for the following reasons:

To include authorized utility adjustments

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the ____ day of ________, 19 ____.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ____________________

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
(Division Engineer)
for: G. L. Green

Form PR-2A
(Rev. 9-74)

Existing stocks of Form PR-2A (Rev. 5-71) will be used.

Oregon State Highway Division
Salem, Oregon, October 1, 1975

Federal-Aid Project
No. I-80N-8(29)373

N. ONTARIO INTCHGE-IDAHO STATE LINE SECTION
OLD OREGON TRAIL HWY. IN MALHEUR COUNTY

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. EB 1176+00 to Sta. EB 1359+50)

Subtotal on previous estimate of July 22, 1974			$1,828,004.50
Additional Approved Items			
Idaho Power Company	All Required		$ 4,601.00
Malheur Home Telephone Co.	All Required		2,658.00
			$ 7,259.00
	Subtotal		$1,835,263.50
	Engineering		183,525.50
	Total		$2,018,789.00
Illumination Poles and Bracket Arms (Salvage)	7,200 lb.	0.02	(144.00)
	Total		$2,018,645.00

Length of Roadway - - - - - 3.475 miles
Cost of Roadway per mile- - 3.475 miles
Cost of Roadway per mile- - $580,905.03

Federal Funds		$1,861,935.00
State Funds		156,710.00
	Total	$2,018,645.00

Group 1 - 100%
Contract No. 8030
Previx No. 623-1033

8030

R

STATE OF OREGON
HIGHWAY DIVISION

INTERO[illegible]CE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: June 26, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: J.C. Compton Co.
Contract 8030

TCD No. 4 189396, in the amount of $29,000.00, has been deposited in lieu of retainage on contract 8030. (Safekeeping Receipt 1583).

This replaces TCD No. 4 185656, which has matured. (Safekeeping Receipt 1583). The amount on deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1583

Received for Account of J. C. Compton Company

P. O. Box 86

Address McMinnville, Oregon 97128

Date June 24, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated 6/20/75 Due 12/17/75 6% U.S. National Bank of Oregon McMinnville Branch	4 189396	part	100,000				$ 29,000.0
							$ 29,000.00

Purpose of Deposit In lieu of Retainage on State Highway Contract No. 8030

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

20

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 24, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Please find enclosed Oregon State Treasury Department Safekeeping Receipts dated June 24, 1975 as follows:

No. 1583	✓	$29,000.00	Highway contract No. 8030
No. 1584	✓	21,000.00	Highway contract No. 8059 and 8060
No. 1585	✓	5,000.00	Highway contract No. 7680
No. 1586		29,000.00	Highway contract No. 8146
No. 1587		16,000.00	Highway contract No. 8172

covering TCD No. 4 189396, in the amount of $100,000.00, dated June 20, 1975, due Dec. 17, 1975 drawn on U.S. National Bank of Oregon, McMinnville Branch.

We have cancelled your old Safekeeping Receipts

No. 1540	5,000.00	7680
No. 1542	21,000.00	8059 & 8060
No. 1543	29,000.00	8030

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

3x4 = 12

June 24, 1975

United States National Bank of Oregon
McMinnville Branch
P. O. Box 600
McMinnville, Oregon 97128

Attention James D. Cline

Gentlemen:

Enclosed please find Time Certificate of Deposit No. 4 185656, dated 4/7/75, due 6/6/75, in the amount of $50,000.00 payable to J. C. Compton Company. Also Time Certificate of Deposit No. 4 185665, dated 4/8/75, due 6/9/75, in the amount of $5,000.00 payable to J. C. Compton Company.

Kindly acknowledge receipt of the above TCD's by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: J. C. Compton Co.
cc: State Highway Division; Attn. Dick Hacek

COPY

8030 R

STATE OF OREG[illegible]
HIGHWAY DIVISION

INTERO[illegible]E MEMO 3

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: June 2, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: J.C. Compton Co.
Contract 8030

TCD No. 4-189341, in the amount of $50,000.00, has been deposited in lieu of retainage on contract 8030. (Safekeeping Receipt 1572).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING
RECEIPT

№ 1572

Received for Account of J. C. Compton Company

Date May 30, 1975

P. O. Box 86
Address McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit dated May 27, 1975 due August 25, 1975 5.5% U.S. National Bank of Oregon, McMinnville Branch	# 4 189341	part	100,000				$ 50,000.00
							$ 50,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract #8030

Authority ORS 279.575

Countersigned by Emily Rohde Deputy-Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

20

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 30, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed please find the following State Treasury Department Safekeeping Receipts dated May 30, 1975, covering Time Certificate of Deposit No. 4 189341, in the amount of $100,000.00, due August 25, 1975:

Receipt No. 1572 - $50,000.00 - on Highway Contract #8030
Receipt No. 1573 - 30,000.00 - on Highway Contract #8059 and 8060
Receipt No. 1574 - 20,000.00 - on Highway Contract #8146

Very truly yours,

JAMES A. REDDEN, State Treasurer

By Emily Rohde
Emily Rohde

8030 - 5
8146 5
8059 5
8060 5

Enclosures

cc: State Highway Division; Attn. Dick Hacek

COPY

8030

5-7-75

R

U. S. DEPARTMENT OF TRANSPORTA[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-80N-8(29)373

STATE PROJECT NO.
N.Ontario Int.-Idaho State Line

COUNTY NAME
Malheur

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

PROGRAM NO.

ITEM NO.
I 784

FROM:
G. L. Green, Division Engineer
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 9'75
REFER TO
Schroeder
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
June 20, 1974

FEDERAL ROUTE NUMBER
Interstate Route 80N

STATE ROUTE NUMBER
Old Oregon Trail Highway Route No. 6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for Malheur Home Telephone Co. telephone lines effective June 20, 1974. Reimbursement on an agreed actual cost basis estimated to be $2658 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) Utility Adjustment
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
Our program memorandum dated 5-21-74 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. We approve the agreement with the Malheur Home Telephone Co. consisting of your Utilities and Railroad Engineer's May 1, 1974 letter, the Malheur Home Telephone Co.'s undated letter, and the plans and estimate furnished by Mr. Preston's April 24, 1975 letter. Mr. Harlin Gerlack's Affidavit of Malheur Telephone Co. property rights is acknowledged.

RECEIVED
MAY 9 1975
Office of
[illegible]

NOTED
R. L. SCHROEDER

Ryken TAA
Copy - Chidsey 5-12-75

DATE
5-7-75

SIGNATURE OF APPROVING OFFICIAL
C R Burkhardt

TITLE
Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1249 (REV. 6-68) WILL BE USED

8030

R

STATE OF OREG

HIGHWAY DIVISION

INTERO CE MEMO

TO: C. W. Head J. Bond
R. Church C. Barrett

DATE: April 14, 1975

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: J. C. Compton Co.
Contracts 8030, 8059, 8060

TCD 4-185656, in the amount of $50,000.00, formerly used as a deposit in lieu of retainage on contract 7680, (Safekeeping Receipt 1538) has been transferred for use as a deposit on other J. C. Compton contracts. The contracts and amounts of the deposits are:

8059 and 8060	$21,000.00	Receipt 1542
8030	29,000.00	Receipt 1543

A copy of the transmittal letter and Safekeeping Receipts will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

RECEIVED
APR 15 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1542

Received for Account of J. C. Compton Company

Date April 11, 1975

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit	4-185656	part	50,000				$ 21,000.00
Dated April 7, 1975 Due June 6, 1975 5%							
U.S. National Bank of Oregon McMinnville Branch							
							$ 21,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts No. 8059 and 8060

Authority ORS 279.575

Countersigned by Emily Rohde ~~Deputy~~ Cashier

SPECIAL INSTRUCTIONS

State Treasurer

RECEIVED
APR 14 1975
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1543

Received for Account of J. C. Compton Company

Date April 11, 1975

P. O. Box 86

Address McMinville, Oregon 97128

<table>
<tr><th rowspan="2">DESCRIPTION</th><th rowspan="2">BOND NUMBERS</th><th rowspan="2">QUAN.</th><th rowspan="2">DENOMI-NATION</th><th colspan="3">THE FOLLOWING AND S.C.A.</th><th rowspan="2">PAR VALUE</th></tr>
<tr><th>Month</th><th>Day</th><th>Year</th></tr>
<tr><td>Time Certificate of Deposit</td><td>4-185656</td><td>Part</td><td>50,000</td><td></td><td></td><td></td><td>$ 29,000.00</td></tr>
<tr><td>Dated April 7, 1975
Due June 6, 1975 5%</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>U.S. National Bank of Oregon
McMinnville Branch</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>$ 29,000.00</td></tr>
</table>

Purpose of Deposit In lieu of Retainage on State Highway Contract No. 8030

Authority ORS 279.575

Countersigned by

Emily Rohde ~~Deputy~~ ~~Cashier~~

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 11, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed please find State Treasurer's Safekeeping Receipts No. 1542 and No. 1543, dated April 11, 1975, totaling $50,000.00 covering Time Certificate of Deposit No. 4-185656, drawn on the United States National Bank of Oregon, McMinnville Branch.

We have credited State Highway Contracts No. 8059 and 8060, under Receipt No. 1542 in the amount of $21,000.00

We have credited State Highway Contract No. 8030, under Receipt No. 1543 in the amount of $29,000.00.

These new Safekeeping Receipts cancelx State Treasurer's Safekeeping Receipt No. 1538, dated April 9, 1975, in the amount of $50,000.00

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Emily Rohde

Enclosures

cc: State Highway Division; Dick Hacek

RECEIVED
APR 14 1975
Contract Acctg.

COPY

8030

R

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 10, 1975

State Treasury Department
103 State Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: J. C. Compton Co.
Contracts 7680, 8059, 8060, 8030

Retainage on our contract 7680 with the J.C. Compton Company has been reduced. Therefore, TCD 4-185656 in the amount of $50,000.00 (Safekeeping Receipt 1538) can be used as a deposit in lieu of retainage on other J.C. Compton contracts. Please cancel Receipt 1538 and issue new receipts for the above TCD, to be distributed as follows:

Contracts 8059 and 8060	$21,000.00
Contracts 8030	$29,000.00

Vernon E. Skoog
Controller

by

R. J. Hacek
Accounting Systems Officer

RJH:pl

cc: J. C. Compton Co.

bc: C. W. Head R. Church
J. Lend C. Parrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8030

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 25, 1975

Dean Witter and Company Inc.
1100 S. W. Sixth Avenue
Portland, Oregon 97204

Attention: Tom Shipley

Gentlemen:

Enclosed please find due bill No. 0555.

We have this date received $25,000.00 State Board of Higher Education Facilities Bond, 6%, Due October 15, 1975, for account of J. C. Compton Company, McMinnville, Oregon.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: J. C. Compton Co., McMinnville, Oregon
cc: Oregon State Highway Divsn, attn: Dick Hacek

COPY

1-29-75

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1505

SAFEKEEPING RECEIPT

Received for Account of J.C. Compton Co.

Date Jan. 29, 1975

Address P.O. Box 86
McMinville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Oregon Higher Education Facilities 6.00% Due 10/15/75	182/4	3	5,000	4	15	75	[illegible] 15,000.00
Due Bill Dean Witter and Co. Port. Oregon dated 1/24/75							
Due Bill No. 0555							
							15,000.00 ~~25,000.00~~

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8030

Authority ORS 279.575

Countersigned by Merle Crow Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

8030

J

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 4, 1975

Salem

FILE: CON

FROM: R. J. Hacek RJH
Accounting Systems Off.

SUBJECT: J. C. Compton Co.
Contract 8030

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

Due Bill No. 0555, in the amount of $15,000.00, has been deposited in lieu of retainage on contract 8030. (Safekeeping Receipt #1505).

A copy of the Safekeeping Receipt and transmittal letter will be filed in the contract file, in the Commission and Staff Services office.

JP:pl

7

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 29, 1975

J. C. Compton Company
Post Office Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipts numbers 1503/1506 dated January 29, 1975, covering due bills received from Dean Witter and Company, Portland, Oregon, totaling $45,000.00.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By Merle Crowe

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
JAN 31 1975
Contract Acctg.

RECEIVED
JAN 31 1975
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

4

SAFEKEEPING RECEIPT

№ 1505

Received for Account of J.C. Compton Co.
P.O. Box 86
Address McMinville, Oregon

Date Jan. 29, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Oregon Higher Education Facilities 6.00% Due 10/15/75							~~[illegible]~~ 15,000.00
Due Bill Dean Witter and Co. Port. Oregon dated 1/24/75							
Due Bill No. 0555							
							15,000.00 ~~25,000.00~~

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8030

Authority ORS 279.575

Countersigned by

Deputy Cashier

SPECIAL INSTRUCTIONS

State Treasurer

#8030

J

December 30, 1974

Captain John C. Williams
Traffic Division
Department of State Police
107 Public Service Building
Salem, OR 97310

863-J
642-5

Dear Captain Williams:

Thank you for bringing to our attention the problem that exists with respect to the PUC signing at the Idaho Avenue Interchange in Ontario.

As you are aware, the Idaho Avenue Interchange is located only one mile from the State Line, and the Ontario Safety Rest Area and Information Center is located within that distance. It is very difficult to provide ample signing for the rest area, information center, State Police, Motor Vehicles Division, PUC, the cities of Ontario and Payette and a major highway junction, and still stay within the strict guidelines established by the Federal Highway Administration.

However, to accomplish all necessary signing and to provide interstate truck operators with adequate information, the following legend will be displayed to westbound traffic in the vicinity of the Ontario Rest Area:

Top Line - "State Police - DMV"

2nd Line - "PUC - Permits Req'd"

3rd Line - "NEXT RIGHT"

This sign will be located approximately midway between the exit and entrance ramps of the safety rest area interchange.

Another small sign will be added in the rest area by State Forces to notify trucks that make this stop.

The new sign will be installed within several weeks as a part of a current contract. It is believed this will solve the problem of providing adequate information to interstate truck operators.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

cc The Hon. Earl English
Baker County Justice Court

Mr. Richard W. Sabin
Public Utility Commissioner

Mr. Chester W. Ott, Administrator
Motor Vehicles Division

bc F. B. Klaboe
R. L. Schroeder
L. E. George
John Wood (enc.)
W. E. Schwartz (enc.) - Please add sign in rest area.
Hal Versteeg (enc.) - Please revise the contract plans on the North Ontario Interchange-Idaho State Line Section. The top two lines of Sign No. 21 on Drawing No. 2K-2 must be revised as outlined.

LEG:pb ja

TRA 7

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

December 11, 1974

The Honorable Earl English
Justice Court
Baker County Courthouse
4th & Washington Streets
Baker, OR 97814

Dear Judge English:

Captain Williams of the Oregon State Police General Headquarters' office in Salem has relayed to me the information involving a complaint made by Mr. and Mrs. Osborn concerning the lack of informational signing on Interstate 80 North near the Idaho border.

There are currently under contract on this section of Interstate 80 North, signing revisions including the installation of a sign that will advise northbound out-of-state operators that P.U.C. permits are required and that the Ontario Interchange is the proper place to leave the freeway to obtain these permits. The situation created by the lack of this information will soon be corrected.

Very truly yours,

L. E. George
Traffic Engineer

TED
A. L. JOHNS

LEG:pb
cc: Holly V. Holcomb
Richard W. Sabin
E. B. Klaboe
Chester W. Ott

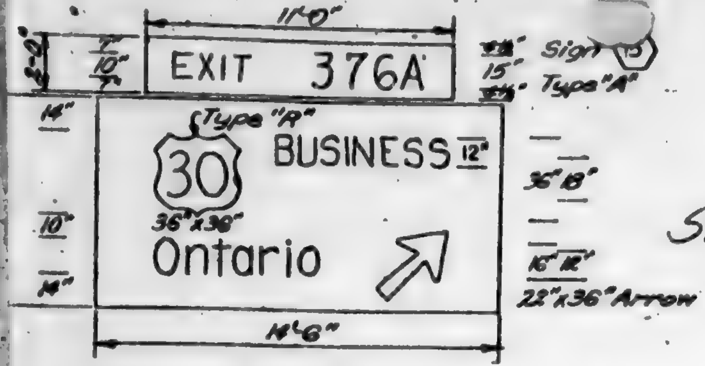
W.E. Schwartz 11V-253

N. ONTARIO INTCHGE.-IDAHO STATE LINE SEC.
OLD OREGON TRAIL HIGHWAY
MALHEUR COUNTY

SHEET No. 2K-2

FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-80N-8(29)373		See Index

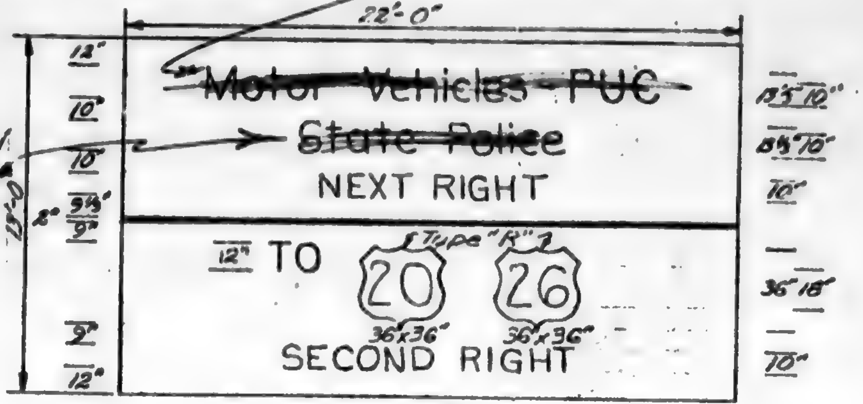
SIGN DETAILS


11'-0"
EXIT 376A
Sign 15
Type "A"
Type "R"
30
36"x36"
BUSINESS 12"
Ontario
22"x36" Arrow
14'-6"

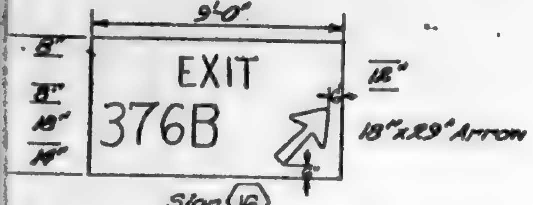
Sign 14
Type "A"

State Police - DMV

PUC Permits Req'd


22'-0"
~~Motor Vehicles - PUC~~
~~State Police~~
NEXT RIGHT
12" TO
Type "R"
20
26
36"x36"
36"x36"
SECOND RIGHT

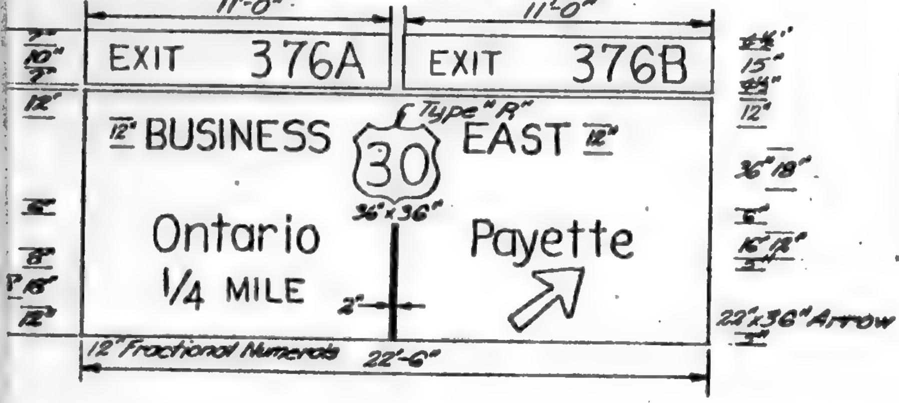
Sign 21
Type "A"


9'-0"
EXIT
376B
18"x29" Arrow

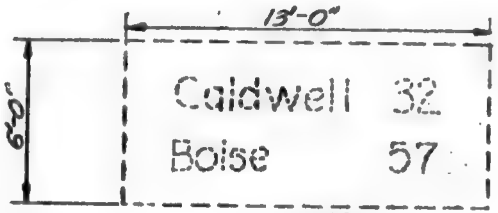
Sign 16
Type "A"

Sign 18
Type "A"

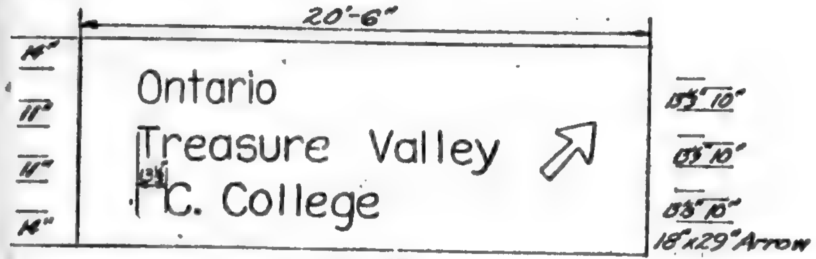
Sign 19
Type "A"


11'-0"
11'-0"
EXIT 376A
EXIT 376B
12" BUSINESS
Type "R"
30
36"x36"
EAST 12"
Ontario
1/4 MILE
Payette
22"x36" Arrow
12" Fractional Numerals
22'-6"

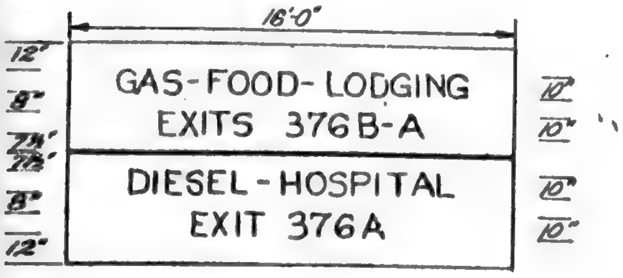
Sign 17
Type "A"


13'-0"
6'-0"
Caldwell 32
Boise 57

Sign 22
Existing Sign


20'-6"
Ontario
Treasure Valley
C. College
18"x29" Arrow

Sign 12
Type "A"


16'-0"
GAS-FOOD-LODGING
EXITS 376B-A
DIESEL-HOSPITAL
EXIT 376A

Sign 20
Type "B"

DEPARTMENT OF STATE POLICE

GENERAL HEADQUARTERS

PUBLIC SERVICE BUILDING • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

November 26, 1974

The Honorable Earl English
Justice Court
Baker County Courthouse
4th and Washington Sts.
Baker, Oregon 97814

Dear Earl:

Thank you for the information concerning signs at points of entry.

I have discussed this problem with Highway and PUC officials and have recommended more adequate signing.

As I mentioned previously, the point of entry station at Ashland will be opened very soon and if as successful as everyone thinks, the other entry points will have the same facility; with 24 hour service for PUC, Motor Vehicle, and Highway licenses and permits, the problem would be solved.

A copy of your correspondence is being forwarded to the Highway, PUC and Motor Vehicles Divisions.

Sincerely,

Holly V. Holcomb, Superintendent

By John C. Williams

John C. Williams, Captain
Traffic Division

jg
cc: Fred Klaboe ✓
Chester W. Ott
L. E. George
Richard W. Sabin

NO

[illegible]

[illegible] recommendation.

speedimemo. 448151 TRIP

TO Captain John Williams

AT Oregon State Police, Salem, Oregon [illegible]

SUBJECT

DATE 11-22-74

Dear John: This is the type of letter I get on most of the citations of this mature, along with personal appearances, complaining about inadequate signs. The sign at Ontario simply reads Oregon State Police, PUC, next right. As you remember we discussed this at Lakeview. Have you come up with a sign such as Idaho and Nevada and others have stating trucks need PUC permits? This would certainly help in the court load. Most of the complaints about this type are not as mild as this one. I picked out this one so it wouldn't hurt your feelings.

PLEASE REPLY TO →

SIGNED Very truly yours,

Earl

Earl English, Justice of the Peace

DATE

SIGNED

Rediform
4S 469
Poly Pak (50 sets) 4P469

SEND PARTS 1 AND 3 WITH CARBONS INTACT.
PART 3 WILL BE RETURNED WITH REPLY.

Dear Sir:

I'd like to write a few lines of explanation about this matter.

First of all, it is the first time that we have been out to the west coast, so every thing is strange to us.

Secondly, it was our sevententh state to enter on this trip. In all other states we had to travel some distance into the state before we came to the port of entry to buy permits. And in all honesty, we really did not see any sign to indicate that we bought permits right at the border of Oregon.

We weren't trying to get by with out them. We purchased them every where we've been.

The trooper that stopped us told us most drivers miss the sign, that it is very poorly marked. Maybe you could contact the proper people and have them get it clearly marked so that strangers to the area have a better chance of protecting themselves from this kind of situation.

Thank you for your patience.

Respectfully Yours,

Mr. + Mrs. L. Osborn

P.S. Enclosed you will find the permit that we purchased in Baker, Oregon.

PUC F-138
(REV 8-73)

OREGON PUBLIC UTILITY COMMISSIONER
Salem, Oregon 97310

Vehicle Identification—Temporary Pass

TP 747125

Common Contract
Intra-State ☐ ☐
Inter-State ☐ ☐
Private ☒

VALID ONLY WHEN IN MOTOR VEHICLE POWER UNIT DESCRIBED
NOT GOOD FOR MORE THAN ____ DAYS FROM EFFECTIVE DATE

AF. ____
SUB ____

Issued to Broderick Auto & Truck Sales
Street Address 4261 28th st. City St Pete State Fla. Zip 33714

VEHICLE MAKE	IDENTIFICATION NUMBER	FUEL TYPE	COMPANY NUMBER	DECLARED COMBINED WEIGHT SOLO	DECLARED COMBINED WEIGHT COMBINED
GMC	30749	(D)	3		48,000

STATE Fla. LICENSE NUMBER 4MI 950
Vehicle Leased From ____ Name ____ Address ____ Date ____

Trip From Ontario
Trip To Portland - Seattle
☒ Round Trip
☐ One-Way

Commodity Being Hauled	Via Oregon Highways	Total Oregon Miles SOLO	Total Oregon Miles COMBINED
Cars	I80N I5		770

MARKER FEE 2.00
USE TAX FEE 30.80
FM-FQ FEE
TOTAL PAID 32.80

As required by and in compliance with ORS Chapter 767, I certify that the operation of this vehicle is covered by an insurance policy and that an insurance certificate so specifying will be filed within 30 days. 400

Signature Robert Osborn
Title ____

DATE PASS EFFECTIVE 11-14-74
DATE PASS EXPIRES 11-18-74

PUBLIC UTILITY COMMISSIONER
By L. Schmit
Field Office Baker Date 11-14-74 Time 4:10 P

ISSUED BY: STATE POLICE ☐ RENTAL AGENT ☐ FIELD OFFICE ☐ CARRIER BLOCK ☐

#8030

12-26-74

[illegible]SMITTAL SLIP

DATE

BALDWIN
KLABOE
[redacted] 1
HUNTER
SCHROEDER
[✓ COULTER] 2
ADM. ASSISTANT
BRIDGE DESIGN
CHIEF COUNSEL

CITY-COUNTY
CONSTRUCTION
EQUIPMENT-SHOPS
ENVIRONMENTAL
FINANCE
FHWA
LOCATION
MAINTENANCE
MANAGEMENT SERVICES

MATERIALS
OFFICE ENGINEERING
PARKS
PERMITS & WEIGH.
PERSONNEL
PLANNING
PUBLIC AFFAIRS
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN

SECRETARY
SIGN SHOP
TRAFFIC
FILES
MAIL
ESHB
REGION ☐

ATTENTION:

FROM: Bud

ACTION

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☑ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL

☐ PREPARE REPLY FOR MY SIGNATURE
☐ TAKE APPROPRIATE ACTION
☐ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

COMMENTS The price is reasonable and the sign should solve the trucker's problem.

SP*79677-734

FORM 81-734-3100

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

December 26, 1974

J.C. Compton Company
P.O. Box 86
McMinnville, Oregon

Attention: Allen Hayes

NOTED
A. E. JOHNSO

Re: N. Ontario - Idaho State Line
Contract No. 8030

Gentlemen:

The State has requested that the legend on Sign No. 21 be modified and that this sign be installed as soon as possible. No change in sign size has been made however, the upper portion has been revised to read:

State Police - D.M.V.	13 1/3 - 10
PUC Permits Req'd	13 1/3 - 10
Next Right	10

Our price for this revision is $250.00. This price includes revision to shop drawings, expediting suppliers, non-chronological fabrication, special shipment to project and special erection.

The earliest we anticipate being able to have the sign installed would be January 20, 1975.

Sincerely,

Douglas P. Daniels

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 12-31-74

NOTED
L.E. GEORGE

cc Bud George - We have already started on this per your request. Per Al Johnson "Cost no object" but we kept it as low as possible.

Orig. Bud George
cy Scuelter
Johnson
Jersey
Schudrtz
12-31-74

Info
Inves
R/D
D/R
Sign
Act
File

FOR

REFER TO

DEC 30 '74

RECEIVED
DEPUTY ENGR

[illegible] 74

8030

9-11-74

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Malheur -	DIVISION Oregon	
DATE OF INSPECTION 9-11-74	INSPECTION MADE BY R. L. Peterson, Asst Area Engineer		PROJECT NO. I-80N-8(29)373	
IN COMPANY WITH R. A. Nichols, Area Engr, OSHD; Dale Hiatt, Resident Engr, OSHD.				
LOCATION N. Ontario Interchange-Idaho State Line Section				
CONTRACTOR NAME AND ADDRESS J. C. Compton Co.				
AWARD DATE 6-27-74	CONTRACT AMOUNT $1,796,104.50	TIME ALLOWED 275 CWD	TIME STARTED 8-22-74	WORK STARTED 8-22-74
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 17%	WORK COMPLETED 4%	

REMARKS

NORTH ONTARIO INTERCHANGE-IDAHO STATE LINE
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Guardrail, Signing, and Illumination

Work in progress during this inspection included trenching for illumination conduit and stripping paint from guardrail.

The Resident Engineer indicated that the existing sprinklers in the median area of the interchange would be left in place and reused.

RECEIVED
OCT 17 1974
Office of
Assistant State Highway Engineer

COPY SENT
OCT 16 1974
Washington

NOTED
H.S. COULTER

~~Form E-108-~~ 8030 1P

GON STATE HIGHWAY DEPARTMEN

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name N. Ontario Intchg. - Idaho State Line ✓ Date [illegible]-26, 1974

Highway Old Oregon Trail Contract No. 8030 ✓

County Malheur Prefix 623-1033 ✓

Contractor J. C. Compton Co. F. A. Project No. I-80N-[illegible](29)373 ✓

Address P. O. Box 86, McMinnville, Oregon 97128 Order No. 1 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To reimburse contractor as provided by contract E.E.O. Special Provisions titled, "On-The-Job Training."

Location by station numbers:

Estimate of quantities and cost: 3 Trainees - 3,000 hours at 80 cents an hour = $2,400.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The number of trainees for which the contractor will receive reimbursement under this order is 3. Further, the maximum reimbursement allowed on this contract for each trainee is limited to $800.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$2,070,423.[illegible]	
Present estimate of project cost, including $[illegible] ✓ for work under this order	$[illegible]	
Expected under-run over-run amount	$	
Expected under-run over-run per cent	NONE	

Submitted by: ✓
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended: Allen ✓
~~DIVISION ENGINEER~~ CONSTRUCTION ENGINEER

Approved: ✓
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer
Construction

SP*23577-734 cc: Materials, Pitzewitz.

AD

8030

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 8-2

PROJECT REPORT NO. 5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

7-31-74

STATE Oregon

COUNTY Malheur

PROJECT NO. I-80N-8(29)375 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, Snake River, N.W. 3.48 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-24-74	3.48
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT $ 2,010,661

FEDERAL FUNDS $ 1,855,236

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E G Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. V. Smith
(Division Engineer)

for G. L. Green

Date executed by Division Engineer July 31, 1974

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project No.
I-80N-8(29)373 Safety

N. ONTARIO INTCHGE.-IDAHO STATE LINE SECTION

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

Salem, Oregon, July 22, 1974

Project Agreement Estimate

Type Code 6201
Roadway (Sta. EB 1176+00 to Sta. EB 1359+50

Mobilization	All	Required		$ 120,000.00
Temporary Protection and Direction of Traffic	All	Required		25,000.00
Temporary Signs	2,870	sq.ft.	6.00	17,220.00
Oversized Advance Construction Signs	2	only	2,000.00	4,000.00
Temporary Plastic Safety Markers	77	only	600.00	4,620.00
Flagmen	1,530	hour	11.00	16,830.00
Clearing and Grubbing	All	Required		15,000.00
Removal of Structures and Obstructions	All	Required		10,000.00
Embankment in Place	36,400	cu.yd.	2.25	81,900.00
4" - 1" Granular Embankment in Place	1,350	cu.yd.	5.00	6,750.00
Extra for Selected Topsoil Material	12,800	cu.yd.	2.25	28,800.00
Trench Excavation	540	cu.yd.	6.00	3,240.00
Finishing Roadbed and Slopes	All	Required		6,000.00
Obliteration of Roadway	All	Required		2,000.00
Watering	1,130	M-gal.	5.00	5,650.00
Coarse Aggregate Base	3,800	ton	3.25	12,350.00
Aggregate Shoulders	33,500	ton	3.15	105,525.00
Class "B" or Class "C" Asphalt Concrete Mixture	45,300	ton	4.65	210,645.00
Class "E" Asphalt Concrete Mixture	9,650	ton	7.00	67,550.00
Asphalt Cement in Mixture	3,620	ton	85.00	307,700.00
Portland Cement Additive in Class "E" Mixture	100	ton	40.00	4,000.00
Asphalt in Tack Coat	40	ton	100.00	4,000.00
Class "A" Concrete in Box Culverts	30	cu.yd.	225.00	6,750.00
Reinforcement in Box Culverts	4,580	lb.	0.40	1,832.00
8-inch Culvert Pipe	1,050	lin.ft.	15.00	15,750.00
12-inch Culvert Pipe	40	lin.ft.	20.00	800.00
15-inch Culvert Pipe	920	lin.ft.	10.00	9,200.00
18-inch Culvert Pipe	270	lin.ft.	11.00	2,970.00
36-inch Culvert Pipe	34	lin.ft.	40.00	1,360.00
15-inch Arch Type Pipe	70	lin.ft.	14.00	980.00

Concrete Manholes	3 only	500.00	1,500.00
Concrete Inlets, Type G-1	20 only	450.00	9,000.00
Concrete Inlets, Type G-2MA	22 only	450.00	9,900.00
Concrete Inlets, Type M-E	1 only	600.00	600.00
Guard Rail, Type 2A	12,580 lin.ft.	6.05	76,109.00
Guard Rail, Type 3	550 lin.ft.	19.25	10,587.50
Guard Rail Anchors, Type 1	14 only	350.00	4,900.00
Guard Rail Anchors, Type 2	21 only	250.00	5,250.00
Extra for Guard Rial Bridge Connections	19 only	340.00	6,460.00
Rail End Pieces, Type A	10 only	20.00	200.00
Rail End Pieces, Type C	20 only	125.00	2,500.00
Type 3 Fence	24,000 lin.ft.	3.00	72,000.00
Sidewalk Ramps	8 only	300.00	2,400.00
Concrete Barrier	600 lin.ft.	17.00	10,200.00
Impact Attenuators	All Required		45,000.00
Paved Culvert End Slopes	785 sq.ft.	5.00	3,925.00
Drainage Curbs	5,500 lin.ft.	1.25	6,875.00
Loose Riprap, Class 100	24 cu.yd.	50.00	1,200.00
Guide Posts	180 only	15.00	2,700.00
Guide Posts, Flexible	32 only	26.00	832.00
Three Tube Metal Railing	648 lin.ft.	90.00	58,320.00
Membrane Waterproofing	2,300 sq.yds.	5.80	13,340.00
			$1,442,220.50

Type Code Y002
Signing

Removal of Existing Sign Installations	All Required		2,000.00
Painted Wood Sign Posts	All Required		1,000.00
Sign Support Footings	All Required		45,000.00
Breakaway Sign Posts	All Required		12,000.00
Cantilever Sign Structure Sta. 1301+50 Lt.	All Required		8,000.00
Cantilever Sign Structure Sta. I 31+80 Lt.	All Required		6,000.00
Cantilever Sign Structure Sta. WB 30+00 Lt.	All Required		8,000.00
Sign Bridge, Sta. 1288+77 Rt.	All Required		30,000.00
Sign Bridge, Sta. 1343+80 Lt.	All Required		20,000.00
Sign Bridge, Sta. I 28+80	All Required		20,500.00
Sign Bridge, Sta. WB 24+00	All Required		30,000.00
Type "A" and "B" Signs in Place	2,670 sq.ft.	9.30	24,831.00
Type "C", "D" and"R" Signs in Place	445 sq.ft.	5.30	2,358.50
Type "E", "F", "G" and "M" Signs in PLace	90 sq.ft.	6.75	607.50
Move and Reinstall Existing Signs	All Required		1,300.00
Sign Illumination Equipment	All Required		8,687.00
Thermoplastic Pavement Arrows	4 only	200.00	800.00
			$ 221,084.00

Type Code Y030
Illumination

Foundations	All Required		$ 7,000.00
Luminaire Poles and Arms	All Required		30,000.00
Luminaires and Ballasts	All Required		4,250.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		90,000.00
Removal of Existing Illumination	All Required		1,550.00
			$ 132,800.00

Additional Items

Railroad Protective Costs	All Required		$ 5,000.00
Permanent Pavement Striping	All Required		1,500.00
Stage Construction Striping	All Required		500.00
On-the-Job Trainees (3 @ $800)	All Required		2,400.00
Seeding and Mulching	All Required		16,000.00
Temporary Erosion Control	All Required		2,500.00
Screen Planting, Material Source	All Required		4,000.00
			$ 31,900.00
	Subtotal		$1,828,004.50
	Engineering		182,799.50
	Total		$2,010,805.00
Illumination Poles and Bracket Arms (Salvage)	7,200 lb.	0.20	(144.00)
			$2,010,661.00

Length of Roadway - - - - - - - - - - - 3.475 miles

Cost of Roadway Per Mile - - - - - - - $578,607.48

Retained in Program Status

Idaho Power Co.	All Required	$ 7,500.00
Malheur Home Telephone	All Required	2,500.00
	Subtotal	$ 10,000.00
	Engineering	1,000.00
	Total	$ 11,000.00

Summary Of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,010,661.00	$1,855,236.00	$155,425.00
Retained in Program	11,000.00	10,149.00	851.00
Total	$2,021,661.00	$1,865,385.00	$156,276.00

Group 1 - 100%
Contract No. 8030
Prefix 623-1033

N. ONTARIO INTCHGE.-IDAHO STATE LINE SEC.

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 2,500.00

8030

8

cc: R. L. Schroeder
G. L. Green-FHWA
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
W. E. Schwartz "
C. D. Hiatt "
C. K. Ansell "
Harlin Gerlach "

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 29, 1974

Mr. Clinton L. Sept, P.E.
Underground Distribution Engineer
Idaho Power Company
Box 70
Boise, ID 83707

Power Line Relocation
N. Oregon Intch.-Idaho State Line
Old Oregon Trail Highway
Malheur County

Dear Mr. Sept:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of June 19, 1974, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of June 25, 1974.

Reimbursement for the work performed on and subsequent to June 25, 1974 in the amount of $4,601.00 in accordance with Paragraph 7g (3) of PPM 30-4 will be made upon receipt of your final billing.

Your final bill should include the lump sum agreed to above, the beginning and completion dates of this work and reference to this letter by date and subject.

Yours truly,

Phil G. Preston

Phil G. Preston
Utility Special Studies Engineer

PGP:jrk

cc: Mr. J. W. McEwen

RECEIVED
JUL 30 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

#8030

8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-26-74

FEDERAL AID PROJECT NO.
I [illegible]-8(29)373

STATE PROJECT NO.
NORTH ONTARIO INTERCHANGE
IDAHO STATE LINE SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-784

COUNTY NAME
MALHEUR

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JUL 29 '74
REFER TO

FOR

Info	Invs	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
JUNE 25, 1974

FEDERAL ROUTE NUMBER
INTERSTATE ROUTE 80N

STATE ROUTE NUMBER
OLD OREGON TRAIL ROUTE 6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR IDAHO POWER COMPANY'S POWER LINE EFFECTIVE JUNE 25, 1974. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $4,601.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
UTILITY ADJUSTMENT

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PROGRAM MEMORANDUM DATED 5-21-74 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 6-29-73 AND PPM 30-4.1 DATED 11-29-72.

WE APPROVE THE AGREEMENT WITH THE IDAHO POWER COMPANY CONSISTING OF YOUR 5-1-74 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE IDAHO POWER COMPANY'S 6-19-74 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. PRESTON'S 6-27-74 LETTER.

RECEIPT OF MR. HARLEN GERLACH'S 5-20-74 CERTIFICATION OF THE IDAHO POWER COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE
7-26-74

SIGNATURE OF APPROVING OFFICIAL

TITLE
for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Originals to [illegible] 7/29/74

#8030

8

July 25, 1974

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Attention: Alan Hay

Fuel Allocation of Highway Project
N. Ontario Int.-Idaho State Line Sec.
Project No. I-80N-8(29)373

Gentlemen:

The Oregon State Highway Division hereby transfers to you the total of the State's provisional fuel allocation (15,000 gallons of motor gasoline and 115,000 gallons of diesel fuel) obtained for the subject highway project from Mobil Oil Corporation under Section 211.27 of the regulations of the Federal Energy Office published in the Federal Register on January 15, 1974.

The preceding action is based on the fact that (a) you have been awarded contract No. 8030 for the subject project of Interstate 80N near Ontario, Oregon; (b) on July 18th you certified that you have no base period volume of fuel in the area of the project with which to perform the work under the contract; and (c) you requested transfer of total of the State's provisional fuel allocation.

Enclosed is one copy each of Mobil Oil Corporation transmittal letters and volume schedules for the preceding quoted provisional fuel allocation. It is our understanding that your Mobil contact is Mr. Rick Netz of their Seattle office.

Very truly yours,

ORIGINAL SIGNED BY
L. W. RULIEN

L. W. Rulien
Project Management Engineer

Enclosures

bc: Mobil (Rick Netz) w/encl. and copy of project Fuel Allocation Cert.
FEO w/enc. and copy of project Fuel Allocation Certificate
SEO (Betsy MacInnes) w/encl. and copy of project Fuel Allocation Cert.
FHWA (Paul Riedl) w/encl. and copy of project Fuel Allocation Cert.
E. S. Hunter
Region 5 (W.E. Schwartz)
C. D. Hiatt w/encl. and copy of project Fuel Allocation Certificate
C. G. Swenson
J. L. Gaither

JG:js

1. Fuel Allocation Certificate for Highway Project:

Section N. Ontario - Idaho State Line

Project No. I-80N-8(29)373

2. Contractor:

Name J. C. Compton Company

Address P.O. Box 86 Telephone 472-4155 Area Code 503

City McMinnville State Oregon Zip Code 97128

3. Status of Established Base Period Fuel Volume in the Area of the Project:

a. ☐ Sufficient to perform work under the contract.

b. ☐ Sufficient to perform only a portion of the work under the contract. Request transfer of the following amounts of the State's provisional fuel allocation. Gasoline ________ gals. Diesel ________ gals.

c. ☒ None with which to perform work under the contract. Request transfer of total of the State's provisional fuel allocation.

4. Certification:

I CERTIFY That this information is true and that all of the quantity requested, if any, will be used for the purpose of constructing said highway project and will not be diverted to other uses.

Date July 18, 1974

PRESIDENT

Signature & Title of Certifying Company Official

RECEIVED
JUL 22 1974
PROJECT MANAGEMENT SECTION

7/17/7

Mobil Oil Corporation

NORTHWEST COMMERCIAL DIVISION

1711 - 13TH AVENUE S.W.
SEATTLE, WASHINGTON 98134
TELEPHONE (206) 623-4826

May 6, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Joseph L. Gaither

Dear Mobil Customer:

We are pleased to inform you that your request for additional product during the year of 1974 has been reviewed and approved per the attached volume schedule.

If you require further information, please give us a call at the above number.

Very truly yours,

MOBIL OIL CORPORATION

JHKimner

J. H. Kimner
Division Sales Manager

JHK/jc

Attachment(s)

RECEIVED
STATE HWY ENGR
MAY 7 '74
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
MAY 7 1974
PROJECT MANAGEMENT SECTION

CO 6326 (3-74)

DATE 4/15/74

RECEIVED
APR 19 1974
PRICING DEPT.

TO: F. E. WHITE, WESTERN REGION ALLOCATION COORDINATOR, LOS ANGELES

MANDATORY ALLOCATION LIGHT PRODUCTS – DISPOSITION NOTICE

CONTROL NO. ______ DOCUMENT DATE 3/20/74

DOCUMENT: FEO-17 ☒ FEO DIRECTIVE ☐ STATE SET ASIDE ☐

NORTHWEST ☐ RESALE DIST. ☒ COM'L DIV. ☐ TRANSPTN DIV.

DELIVERED BY PORTLAND

☒ TERMINAL ☐ BULK PLANT

CUSTOMER OREGON ST HWY DIV ACCT. NO. (NEW)

DEL. LOC. N. ONTARIO INT – IDAHO LINE SECTION CONTACT J. L. GAITHER

ONTARIO, OREGON PHONE 503-378-6234

PRODUCT DIESEL FUEL C/T 6 S/T 2102 S S NO. ______

	TO BE COMPLETED BY DISTRICT/DIVISION		TO BE COMPLETED BY REGION ALLOC. COORD'R	TO BE COMPLETED BY: ☐ CONTROLLERS DEPT. ☒ COMMERCIAL DIVISION	
	1972 VOLUME	REQUESTED VOLUME	1974 APPROVED BASE	FACTOR MOBIL ALLOC. %	* 1974 ADJ. ALLOC.
JAN					
FEB					
MAR					
APR					
MAY					
JUN					
JUL	(new)	5,750	5,750		
AUG		17,250	17,250		
SEP		17,250	17,250		
OCT		11,500	11,500		
NOV					
DEC					
TOTAL		115,000 (SEE FEO 17)	115,000		

DISTRIBUTION INFORMATION EFFECTIVE: ______

☒ SOURCE TERMINAL: BOISE

INCREASE CUSTOMER/BULK PLANT VOLUME TO:

______ GALS.

______ LOADS

☐ BULK PLANT - PLEASE NOTE:

VOLUME FOR CUSTOMER NOT SUFFICIENT TO INCREASE TRANSFER OF PRODUCT INTO YOUR PLANT THIS MONTH. VOLUME WILL BE ADDED TO NEXT MONTHS TRANSFERS.

FEO PRIORITY USERS CATIGORY HIGHWAY CONSTRUCTION ☒ WHOLESALE PURCHASER

FEO ALLOCATION LEVEL 100% OF ~~CURRENT~~ BASE ☐ END USER

RECOMMENDATION & RATIONALE NEW HWY JOB TO BE ANNOUNCED JUNE 28, 1974. PER FEO REGS (211.27) HWY DIV HAS PREPARED AN ESTIMATE OF VOLUMES NECESSARY TO COMPLETE JOB.

RECOMMENDED BY: ______

☐ REFERRED TO FEO OFFICE ______ (DATE)

☒ APPROVED 4-19-74 (DATE) ☐ DENIED ______ (DATE)

RECEIVED
MAY 7 1974
PROJECT MANAGEMENT SECTION

Mobil Oil Corporation

NORTHWEST COMMERCIAL DIVISION
1711 - 13TH AVENUE S.W.
SEATTLE, WASHINGTON 98134
TELEPHONE (206) 623-4626

May 2, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Josepth L. Gaither

Dear Mobil Customer:

We are pleased to inform you that your request for additional product during the year of 1974 has been reviewed and approved per the attached volume schedule.

If you require further information, please give us a call at the above number.

Very truly yours,

MOBIL OIL CORPORATION

JHKimner

J. H. Kimner
Division Sales Manager

JHK/jc

Attachment(s)

RECEIVED
MAY 6 1974
PROJECT MANAGEMENT SECTION

CO 6326 (3-74)

DATE 4/15/74

RECEIVED
APR 19 1974
PRICING DEPT.

TO: F. E. WHITE, WESTERN REGION ALLOCATION COORDINATOR, LOS ANGELES

MANDATORY ALLOCATION LIGHT PRODUCTS – DISPOSITION NOTICE

CONTROL NO. ____________ DOCUMENT DATE 3/28/74

DOCUMENT: FEO-17 ☒ FEO DIRECTIVE ☐ STATE SET ASIDE ☐

NORTHWEST ☐ RESALE DIST. ☒ COM'L DIV. ☐ TRANSPTN DIV.

DELIVERED BY PARMA, IDAHO

☐ TERMINAL ☒ BULK PLANT

CUSTOMER OREGON ST HWY DIVISION ACCT. NO. (NEW)

DEL. LOC. N. ONTARIO INT - IDAHO LINE SECTION CONTACT J. L. GAITHER

ONTARIO, OREGON PHONE 503-378-6294

PRODUCT GASOLINE C/T 6 S/T 2102 S S NO.

TO BE COMPLETED BY: ☐ CONTROLLERS DEPT. ☒ COMMERCIAL DIVISION

	TO BE COMPLETED BY DISTRICT/DIVISION		TO BE COMPLETED BY REGION ALLOC. COORD'R		
	1972 VOLUME	REQUESTED VOLUME	1974 APPROVED BASE	FACTOR MOBIL ALLOC. %	* 1974 ADJ. ALLOC.
JAN					
FEB					
MAR					
APR					
MAY					
JUN					
JUL		750	750		
AUG	(new)	2,250	2,250		
SEP		2,250	2,250		
OCT		1,500	1,500		
NOV					
DEC					
TOTAL		15,000	15,000		
		(Per FEO 17)			

DISTRIBUTION INFORMATION EFFECTIVE: ____________

☒ SOURCE TERMINAL: BOISE

INCREASE CUSTOMER/BULK PLANT VOLUME TO:

____________ GALS.

____________ LOADS

☐ BULK PLANT - PLEASE NOTE:

VOLUME FOR CUSTOMER NOT SUFFICIENT TO INCREASE TRANSFER OF PRODUCT INTO YOUR PLANT THIS MONTH. VOLUME WILL BE ADDED TO NEXT MONTHS TRANSFERS.

FEO PRIORITY USERS CATIGORY HIGHWAY CONSTRUCTION ☐ WHOLESALE PURCHASER

FEO ALLOCATION LEVEL 100 % OF CURRENT ☒ END USER

RECOMMENDATION & RATIONALE NEW HWY JOB TO BE ANNOUNCED JUNE 28, 1974. PER FEO REGS (211.27) HWY DIV HAS PREPARED AN ESTIMATE OF VOLUMES NECESSARY TO COMPLETE JOB

RECOMMENDED BY: ____________

RECEIVED
MAY 6 1974
PROJECT MANAGEMENT SECTION

☐ REFERRED TO FEO OFFICE ____________ (DATE)

☒ APPROVED 4-19-74 (DATE) ☐ DENIED ____________ (DATE)

- #8030

July 16, 1974

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Attention: Alan Hay

Fuel Allocation for Highway Project
N. Ontario-Idaho State Line Section
Project No. I-80N-8(29)373

Gentlemen:

This response is to advise you that your letter of July 9, requesting that the State transfer to you the total of its provisional fuel allocation for the subject highway project, is not in conformance with the requirements for the certification required under (2) and (3) of the second paragraph of the section "Fuel Allocation" (reference copy enclosed) of the project special provisions.

Enclosed for your convenience are two copies of a form entitled "Fuel Allocation Certificate for Highway Project" which we request that you complete Item 3 and 4 and return one copy of the completed form to the Project Management Section, State Highway Division, Salem, Oregon 97310.

Upon receipt of your certification as to the status of your established base period fuel volume for the project, we will initiate, based on your certification, appropriate action under (2) or (3) of the second paragraph of the section "Fuel Allocation".

Very truly yours,

L. W. Rulien
Project Management Engineer

Enclosures

bc: FHWA (Paul Riedl)/copy of J.C. Compton Co. letter of 7/9/74
C. G. Swenson
C. D. Hiatt
J. L. Gaither

JG:js

FUEL ALLOCATION

The State has obtained a provisional fuel allocation from Mobil Oil Corporation for the project based on the State's estimate of fuel requirements. A copy of this provisional fuel allocation for 15,000 gallons of gasoline and 115,000 gallons of diesel fuel is hereinafter enclosed, and was obtained under subsection 211.27 of the Rules and Regulations promulgated by the Federal Energy Office and published in Volume 39, No. 10 of the Federal Register dated January 15, 1974.

Within ten days after award of a contract, the contractor shall notify the engineer in writing of the status of his established base period fuel volume for the project and the State will then take one or another of the following actions:

(1) If the contractor's notification states that he has a sufficient established base period volume of fuel in the area to perform the work under the contract, the State will cancel the State's provisional fuel allocation.

(2) If the contractor's notification certifies that he has a base period volume of fuel sufficient to perform only a portion of the project, the State will transfer a portion of the provisional fuel allocation to the contractor. The portion of the State's allocation transferred to the contractor shall be the amount of fuel mutually agreed upon between the engineer and the contractor as being necessary and required in addition to the contractor's base period volume to complete the project. The remaining portion of the State's allocation will then be cancelled.

(3) If the contractor's notification certifies that he has no base period volume of fuel in the area with which to perform the work under the contract, the State will transfer the total of the State's provisional fuel allocation to the contractor.

It shall be understood that the transfer of a portion of, or the total of the State's provisional fuel allocation to the contractor as set forth in paragraphs (2) and (3) above will be the extent of the State's contractual obligation to the contractor for the obtaining of, or modification of any fuel allocations, with the further understanding that the State will assist the contractor in obtaining additional allocations or modifying of fuel allocations as may be necessary as work progresses during the life of the contract.

It shall also be understood that the contractor will use this fuel allocation on this project and in full conformance with all the rules and regulations of the Federal Energy Office and any other laws, rules and relations relative to fuel allocations and allotments, and the State, its officers and employees will in no way be responsible for any misuse of this allocation.

1. Fuel Allocation Certificate for Highway Project:

Section N. Ontario - Idaho State Line

Project No. I-80N-8(29)373

2. Contractor:

Name J. C. Compton Company

Address P.O. Box 86 Telephone 472-4155 Area Code 503

City McMinnville State Oregon Zip Code 97128

3. Status of Established Base Period Fuel Volume in the Area of the Project:

a. __________ Sufficient to perform work under the contract.

b. __________ Sufficient to perform only a portion of the work under the contract. Request transfer of the following amounts of the State's provisional fuel allocation. Gasoline __________ gals. Diesel __________ gals.

c. __________ None with which to perform work under the contract. Request transfer of total of the State's provisional fuel allocation.

4. Certification:

I CERTIFY That this information is true and that all of the quantity requested, if any, will be used for the purpose of constructing said highway project and will not be diverted to other uses.

Date __________

____

Signature & Title of Certifying Company Official

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86
McMINNVILLE, OREGON 97128

July 9, 1974

Oregon State Highway Department
Project Management Section
Salem, Oregon
97310

ATTEN: L. W. Rulien

Dear Sir:

We are hereby requesting the total allocation of the Fuel Allocation Section for the N. Ontario Interchange-Idaho State Line Section Contract, as stated in paragraph 3: If the contractor's notification certifies that he has no base period volume of fuel in the area with which to perform the work under the contract, the State will transfer the total of the State's provisional fuel allocation to the contractor.

Sincerely,

J. C. COMPTON CO.

By Alan Hay
Alan Hay

FAH/mgd

Clare
H

RECEIVED
JUL 10 1974
PROJECT MANAGEMENT SECTION

8030 6-4-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. 1-80-8(29)373
		STATE PROJECT NO. NORTH ONTARIO INTERCHANGE IDAHO STATE LINE
		COUNTY NAME MALHEUR
	ITEM NO. 1-784	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUN 5 '74
REFER TO
Hunter
FOR

DATE PS&E APPROVED MAY 24, 1974	DATE AUTHORIZATION EFFECTIVE MAY 24, 1974	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80
		STATE ROUTE NUMBER PRIMARY ROUTE 6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*

RAILROAD PROTECTIVE SERVICES	$5,000
PERMANENT PAVEMENT STRIPING	1,500
STAGE CONSTRUCTION STRIPING	500
ON THE JOB TRAINING	2,400
TEMPORARY EROSION CONTROL	2,500
SCREEN PLANTING MATERIAL SOURCE	4,000

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S MAY 23, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

6-5-74
orgnal & title sheet
to L. W. Rulien

RECEIVED
JUN [illegible] 1974
OFFICE OF
ASSISTANT STATE [illegible]

DATE 6-4-74	SIGNATURE OF APPROVING OFFICIAL CR Burghardt	TITLE DIVISION ENGINEER

8030 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300 - Salem OR 97308

DATE: June 4, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project I-80N-8(29)373
N. Ontario Interchange - Idaho State Line
Selection of Impact Attenuators

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

We concur that the reasons listed in Mr. Hart's May 29 letter sufficiently justify the selection of the Hi-Dro cell units as the impact attenuator devices at the Idaho Avenue Interchange.

for G. L. Green

...IVED
...WY ENGR
... 1 0 '74
REFER TO
Hunter
FOR
Act X
File

6-12-74
Sendac Idaho
Vanstory
R

RECEIVED
JUN 1 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 29, 1974

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

ORIGINAL SIGNED
WALTER J. HART

FROM Walter J. Hart
Bridge Engineer

NOTED
F. S. HUNTER

SUBJECT N. Ontario Int-Idaho State Line Sec.
Old Oregon Trail Highway
Bridge 8399A

The above subject project calls for the installation of two Hi-Dro cell units at the Idaho Avenue Interchange.

The two Hi-Dro cell units are required to protect the motoring public from bridge columns. These units were selected over other attenuators for the following reasons:

1. The safety enhancement to both the maintenance personnel and motoring public in reduced time required to repair the units is significant compared to other impact attenuators.
2. There is no collision debris which can create a hazard to the freeway traffic.
3. Maintenance cost is low compared to other attenuator units.
4. Performance evaluation to date has been excellent. Injuries have been minor and damage low to both attenuator and vehicle and cost of repair small.

RECEIVED
MAY 30 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

5. Uniformity. Maintenance people are familiar with units and stock of repair components is greatly simplified.

This information is being supplied to you as required by FHWA Federal-aid regulations.

Please review this request and give us your approval and/or comments. This project is scheduled for the June 20, 1974 bid letting.

DOC/ag

cc E. S. Hunter
L. W. Rulien
J. H. Versteeg
W. Schwartz

8030

May 29, 1974

Ms. Betsy MacInnes
State Energy Office
225 Church Street, NE
Salem, OR 97310

Dear Ms. MacInnes:

Fuel Allocation for Highway Project
N. Ontario-Idaho State Line Section
Project No. I-80N-8(29)373

In compliance with the verbal request of Mr. Jack Gotschall on March 15, we wish to alert you to the fact that we have received a provisional fuel allocation of 15,000 gallons of gasoline and 115,000 gallons of diesel fuel from Mobil Oil Corporation under Section 211.27 of the regulations of the Federal Energy Office published in the Federal Register on January 15, 1974.

Enclosed for your information is a copy of the "Fuel Allocation" sheets from our special provisions for the subject highway project for which the fuel allocation was requested.

Any correspondence concerning this allocation should be directed to the Oregon State Highway Division, Project Management Section, Salem, OR 97310.

Very truly yours,

L. W. Rulien
Project Management Engineer

Enc.

JG:dg

cc C. G. Swenson
J. L. Gaither

8030

May 23, 1974

Mobil Oil Corporation
NW Commercial Division
1711 - 13th Avenue S.W.
Seattle, Washington 98134

Fuel Allocation for Highway Project
N. Ontario-Idaho State Line Section
Project No. I-80N-7(--)373

Attention: J. H. Kimmer
Division Sales Manager

Gentlemen:

Thank you for your May 2nd and May 6th response providing a provisional fuel allocation of 15,000 gallons of gasoline and 115,000 gallons of diesel fuel in reply to our application made in compliance with Section 211.27 of the regulations of the Federal Energy Office published in the Federal Register on January 15, 1974.

Enclosed for your information is a copy of the "Fuel Allocation" sheets from our special provisions for the "N. Ontario Interchange-Idaho State Line", the highway project for which the fuel allocation was requested.

Shortly after the award of the contract you will be notified of the contractor's requirements.

Any correspondence concerning this allocation should be directed to the Project Management Section, State Highway Division, Salem, Oregon 97310.

Very truly yours,

L. W. Rulien
Project Management Engineer

JG:lk

cc: C. G. Swenson

8

8030

5-21-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

RANSACTION NUMBER 5-109

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 5-21-74
BY (Signature) L.W. RULIEN'S MAY 17, 1974 LETTER	
TITLE PROJECT MANAGEMENT ENGINEER	

CLASS OF FEDERAL FUNDS
☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1*
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 784 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
784	I-80-8(29)373	3.48	2,210,000	2,039,000	NORTH ONTARIO INTERCHANGE-IDAHO STATE LINE. MALHEUR COUNTY-STATE OF OREGON	GRADE, DRAIN, HIGH TYPE PAVEMENT, ILLUMINATION AND SIGNING.

Noted
E. S. Howie

RECEIVED
MAY 23 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL NECESSARY PREPARATORY WORK FOR UTILITY AND RAILROAD ADJUSTMENTS.

Original to Rulien
5-24-74

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 5-21-74	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

8030

8

May 17, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project I-80N-8(29)373

We are forwarding program data for one Interstate project, Item No. 784, Project No. I-80N-8(29)373, "N. Ontario Intchge.-Idaho State Line Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on June 20, 1974.

The Negative Declaration was concurred in by FHWA on March 26, 1974.

Enclosed is one copy of the State Clearinghouse letter of approval dated March 5, 1974.

The Notice of Intent was sent to District 14 clearinghouse on February 7, 1974 and has lain before the clearinghouse for more than 30 days without action and therefore, it is assumed there will be no adverse review or comments.

The public hearing requirements were fulfilled and concurred in by FHWA under right-of-way Project No. I-80N-8(28)376.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety", constitutes design approval for minor safety improvement work. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8. Furthermore, the proposed revision of the Idaho Avenue Interchange ramps was approved as a safety project by FHWA under memorandum of June 28, 1973.

Also, FHWA under memorandum of June 19, 1973 and November 21, 1973 approved a 3-inch asphaltic concrete overlay and, in addition, a 1-inch open-graded plant-mix seal.

The project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-16 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practice Related to Safety".

Enc.

JG:js

GEN FILES

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Bill Kramer, Supervisor Ph: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: State Highway Division

PROJECT TITLE: North Ontario Interchange - Idaho State Line

DATE: March 5, 1974

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc: March 7, 1974
G.L. Green, FHWA
E.S. Hunter
R.L. Schroeder
Victor D. Wolfe
J.B. Boyd
R.E. Royer
J.H. Versteeg
Gary Potter
H.S. Cox
B.L. Gifford
W.E. Schwartz
C.K. Ansell

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7402 2 140

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

A copy of this notification and attachments, if any, must accompany your application to the Federal Agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

BEN GIFFORD
2-7-74

Ben

PNRS #2

STATE OF OREGON
1859

STATE DEPARTMENT
OF AGRICULTURE

AGRICULTURE BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

MAR 4 1974
LOCAL GOVERNMENT RELATIONS DIVISION

February 28, 1974

Local Government Relations Division
240 Cottage Street SE
Salem, Oregon 97310

Gentlemen:

We support the application State Highway Division North Ontario Interchange-Idaho State Line PNRS #7402 2 140 based upon our personal knowledge of the area.

This project is vitally needed to meet the needs of the area compounded by the heavy flow of agricultural produce moving to processing plants in the immediate area.

The economic and safety factors will far outweigh any temporary environmental inconveniences that could occur during the construction phase of this project.

We urge immediate approval of this project.

Sincerely,

Don McKinnis

Don McKinnis, Resource Coordinator
Agricultural Development Division

bal

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

~~TAA~~
JG

STATE CLEARINGHOUSE

Local Government Relations Division
240 Cottage Street S.E., Salem, Oregon 97310
Bill Kramer, Supervisor Ph: 378-3732

MAR 4 1974
[illegible] DIVISION

FEB 13 1974

PNRS STATE REVIEW

Project #: 7402 2 140 Return Date: MAR 5 1974

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no significant effect. ( ) We have no comment.
( ) Effects, although measurable, would be acceptable.
( ) It has no adverse effect.
( ) It has adverse effects.
( ) We are interested but require more information.
( ) Additional comments for project improvement.

- - - - - - - - - - - -

REMARKS

The proposed highway improvements at the North Ontario Interchange are definitely needed at this time and particularly the modifications at the Idaho Avenue Interchange. The safety factor related to the entire project is the prime reason and of course the maintenance of the roadway and improvements to the shoulder slopes, guard rails, illumination, and signing are absolutely necessary because of the increased traffic in the north Ontario area. We urge the early approval of the entire project as outlined herewith.

Agency Econ. Dev. By
Department of Economic Development John N. Groupe

Budget Bureau No. 41-R2067.

U.S.

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	
DATE SUBMITTED TO W.O.	5-17-74	

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	I-80N, Snake River, N.W. 3.48 mi.		38,000	58,000	94	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	PROJECT NUMBER NUMBER
3	Gr., Dr., H.T. Pave, Illum, Sign								I-	80-8(29)

CARD					
4	CLASS OF FEDERAL FUNDS: Interstate	COUNTY NAME: Malheur			CODE 045
	NAME OF URBAN AREA: Ontario	ROUTE NO. I	FEDERAL-AID I-80N	STATE 6	U.S. I-80N

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-19)	(18)	41	42	43	53	I-80N, Snake River, N.W. 3.48 mi.	(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) (Safety) 6202		"N. Ontario Int.-Idaho State Line Sec."	3.48	2,210,000	2,039,000	171,000	

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1			3.48	2,210,000	2,039,000	171,000	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)		

REMARKS

Additional Data: Item No. 81,
Project No. I-80N-8(6), (7), (8

-0

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

5-17-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ECT LOCATION (45 typewriter spaces) 0N, Snake River, N.W. 3.48 mi.	**ADT**	PRESENT 38,000	FUTURE 58,000	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 042
								ITEM NO. 784

ORK (35 typewriter ve, Illum, Sign	NATL. FOREST	FH ROUTE NO.	[illegible]	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
I-	80-8(29)		373	N

Interstate

Ontario

COUNTY NAME: Malheur CODE: 045

ROUTE NO.: I FEDERAL-AID: I-80N STATE: 6 U.S.: I-80N

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

ORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		I-80N, Snake River, N.W. 3.48 mi.						Gr., dr. & overlay with HT pvmt. the extig. roadway facility, revise E.B. on-ramp & const. W.B. off-ramp of Idaho Ave. Int., safety revisions to update to Interstate standards, guard-rail, signs, illum. & other appurtenances. RR protective services. ROW - 250' min; Access control - full; Parking restrictions-complete; Utilities adjustment required incl. preparatory work.
OW								
NST (oc) ty) 2		"N. Ontario Int.-Idaho State Line Sec."	3.48	2,210,000	2,039,000	171,000		
		PROJECT TOTALS	3.48	2,210,000	2,039,000	171,000		

VAL DATES

REMARKS

Additional Data: Item No. 81, 132, 140 & 779;
Project No. I-80N-8(6), (7), (8) & (28), respectively.

-over-

USCOMM DUBCOMM-DC 48008-P61

N. ONTARIO INTCHGE.-IDAHO STATE LINE SECTION

PROJECT NO. I-80N-8(29)373

REMARKS - continued

Project Data: The work consists of (1) grade, drain and overlay with high-type pavement the existing roadway facility consisting of four 12-foot lanes with 10-foot right and 6-foot left shoulders and also revise eastbound on-ramp and construct westbound off-ramp of the Idaho Ave. Interchange; (2) safety revisions to bring to present Interstate standards roadway slopes, guardrails, signs, illumination, minor drainage structures, and installing impact attenuators where required; (3) railroad protective devices as required.

NOTE: The necessary landscaping of this section to conceal the construction scars caused by the work described above will be done under a separate project or projects in the future as "stage construction". The requirements of PPM 90-1, IM 50-1-70 and PPM 20-8 complied with on the project for this section of highway includes all the elements necessary to complete this section even though some elements of the work are accomplished later under a separate project or projects.

PPM 90-1 Requirements: Negative declaration was concurred in by FHWA on March 26, 1974.

A-95 Review:
State Clearinghouse --- Letter of approval dated March 5, 1974.
District 14 Clearinghouse --- Notice of intent was sent February 7, 1974 and has lain before the clearinghouse for more than 30 days without action; therefore, it is assumed there will be no adverse review or comments.

Public Hearings: Requirements fulfilled and concurred in by FHWA under right-of-way Project No. I-80N-8(28)376.

Design Approval: FHWA under memorandums of June 19, 1973 and November 21, 1973 approved a 3-inch asphaltic concrete overlay and, in addition, a 1-inch open-graded plant-mix seal, respectively.

The proposed revision of the Idaho Avenue Interchange ramps was approved as a safety project by FHWA under memorandum of June 28, 1973.

FHWA has indicated in previous correspondence
of the standards recommended in the yellow book, A
February 1967, "Highway Design and Operational Pra
Highway Safety", constitutes design approval for s
type. Therefore, design approval for the safety w
prior to January 18, 1969, the effective date of

Unusual Circumstances: It is possible that the s
project will require the contractor to utilize ma
sites for all or a portion of the borrow material
struction of the project. If mandatory borrow si
justification that it is in the public interest
sites will be submitted as a separate action.

NOTE:
(1) On-the-job trainees, as set forth in
7-2(2), on this project will be deter
and the number stipulated in the PS&E
(2) The seven items as set forth in parag
that are applicable to the proposed p
the negative declaration.
(3) This project is in Congressional Dist

Utilities: Adjustment of the following (Type Cod

Idaho Power Company - - - - - - - - - - -
Malheur Home Telephone Company- - - - - -
Total Est. Cost

Data for PR-37:
Roadway: Type Code 6201 (Bit. conc. w/sto

Safety: Type Code Y002 (Traffic Signs)
Type Code Y007 (Minor Structures)
Type Code Y030 (Highway Lighting)
Type Code Y101 (Guardrail)

Tota

N. ONTARIO INTCHGE.-IDAHO STATE LINE SECTION

PROJECT NO. I-80N-8(29)373

ontinued

a: The work consists of (1) grade, drain and overlay with
avement the existing roadway facility consisting of four
es with 10-foot right and 6-foot left shoulders and also
bound on-ramp and construct westbound off-ramp of the
Interchange; (2) safety revisions to bring to present
standards roadway slopes, guardrails, signs, illumination,
age structures, and installing impact attenuators where
3) railroad protective devices as required.

necessary landscaping of this section to conceal the con-
cars caused by the work described above will be done
arate project or projects in the future as "stage construc-
requirements of PPM 90-1, IM 50-1-70 and PPM 20-8 complied
project for this section of highway includes all the ele-
sary to complete this section even though some elements of
e accomplished later under a separate project or projects.

quirements: Negative declaration was concurred in by FHWA
, 1974.

:

Clearinghouse --- Letter of approval dated March 5, 1974.
ct 14 Clearinghouse --- Notice of intent was sent February
974 and has lain before the clearinghouse for more than
days without action; therefore, it is assumed there will
no adverse review or comments.

ngs: Requirements fulfilled and concurred in by FHWA
-of-way Project No. I-80N-8(28)376.

oval: FHWA under memorandums of June 19, 1973 and November
roved a 3-inch asphaltic concrete overlay and, in addition,
en-graded plant-mix seal, respectively.

oposed revision of the Idaho Avenue Interchange ramps was
a safety project by FHWA under memorandum of June 28,

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety", constitutes design approval for safety work of this type. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

Unusual Circumstances: It is possible that the specifications for this project will require the contractor to utilize mandatory borrow source sites for all or a portion of the borrow material needed for the construction of the project. If mandatory borrow sites are specified, justification that it is in the public interest to utilize the site or sites will be submitted as a separate action.

NOTE:
(1) On-the-job trainees, as set forth in FHWA Order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS&E documents.
(2) The seven items as set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the negative declaration.
(3) This project is in Congressional District No. 2.

Utilities: Adjustment of the following (Type Code Y060):

Idaho Power Company - - - - - - - - - - - -	$ 7,500
Malheur Home Telephone Company- - - - - -	2,500
Total Est. Cost	$10,000

Data for PR-37:

Roadway:	Type Code 6201 (Bit. conc. w/stone base) -	Est. Cost	$1,487,000
Safety:	Type Code Y002 (Traffic Signs)	Est. Cost	$ 400,000
	Type Code Y007 (Minor Structures)	Est. Cost	50,000
	Type Code Y030 (Highway Lighting)	Est. Cost	83,000
	Type Code Y101 (Guardrail)	Est. Cost	180,000
			$ 713,000
		Total Est. Cost	$2,200,000

8030

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 16, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon Project I-80N-8(-)
N. Ontario Interchange-Idaho State Line
Old Oregon Trail Highway
Mandatory Borrow and Material Source

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

Cc [illegible]
Wolfe
5-22-74

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur that it is in the public interest to make the borrow source listed in your May 15, 1974 letter a mandatory source for borrow and aggregate materials.

for G. L. Green

RECEIVED
STATE HWY ENG.
MAY 20 74
REFER TO
FOR
D/R Sign

8030

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 15, 1974

In reply refer to: 10-41-A1

SUBJECT: Oregon I-80N-8(-)
N. Ontario Interchange-Idaho State Line Section
Illumination Pole and Bracket Arm Salvaging

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The method proposed by Mr. Hart's May 10, 1974 letter for crediting the subject project for the salvage of illumination poles and bracket arms is acceptable and approved.

for G. L. Green

RECEIVED
STATE HWY ENGR
MAY 17 '74
REFER TO
FOR

Orig -
5-20-74

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 10, 1974

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

NOTED
E. S. HUNTER

FROM for Walter J. Hart
Bridge Engineer

SUBJECT N. Ontario Interchange-Idaho State Line Section
Illumination Pole and Bracket Arm Salvaging
Br. No. 8399A

Pursuant to our conversations with Mr. Wally Byrant relative to salvaging illumination poles and bracket arms on the N. Ontario Interchange-Idaho State Line Section project (Oregon Project I-80N-8(-), we propose to handle the matter in the following manner.

1. We will specify that the illumination poles and bracket arms will be salvaged and delivered to Oregon State Highway Division.

2. We will credit the Federal-aid Project in the amount of money equal to $0.020 per pound for the material salvaged by the State.

   a. Scrap value of the materials - $0.0125 per pound.

   b. Extra cost to the contractor for extra handling, and hauling materials to State maintenance yard. $0.0075 per pound.

   c. We will credit the project for the following amount of money.

   Illumination poles and bracket arms:

   7200 lbs. @ $0.020 $144

RECEIVED
MAY 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

We believe this is the best way to handle this matter and request your approval.

VLT/ag

cc E. S. Hunter
V. E. Skoog
L. W. Rulien
W. E. Schwartz
D. H. Moehring
R. N. Chase
C. G. Swenson

8030

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: April 29, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon Project I-80N-8(-)
N. Ontario Interchange-Idaho State Line Section
Old Oregon Trail Highway
Bridge #8399A

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The preliminary illumination resubmittal plans for the subject project have been reviewed and are approved.

G. L. Green

RECEIVED
STATE HWY
APR 30 74
REFER
Info
Inves

5-1-74
Copy Hart
Versteeg
Schwartz

RECEIVED
MAY 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8030

8

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 25, 1974

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

FROM ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT Roadway Illumination
N. Ontario Int.-Idaho St. Line Section
Old Oregon Trail Hwy.
Br. 8399A

Attached are two sets of a preliminary illumination resubmittal plans for your review and approval.

The design is for partial illumination of freeway exit and entrance lanes with Idaho Avenue being illuminated essentially as it is. The electrical distribution system will be flexible for future expansion. The ultimate design will remain as requested in our letter of April 5, 1974.

Your letter of April 12, 1974 (10-41-A5) states the initial footcandle level is excessive. Our calculations show that the mainline roadway varies from 1.5 to 1.7 fc. which when calculated for average maintained horizontal illumination results in a 1.0 fc. average. Average maintained horizontal illumination is the criteria.

The estimated cost for partial installation submitted is $90,000 including engineering and contingencies.

RECEIVED
APR 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

This project is scheduled for letting on June 20, 1974, and it is necessary that preliminary plans be given earliest attention, review, comments and/or approval.

VT/ag

Attachs.

cc E. S. Hunter
E. W. Rullen
V. E. Skoog
L. E. George

8030

April 23, 1974

Mr. William M. Emery
2310 Ash Street
Baker, Oregon 97814

Fuel Allocation for Highway Project
N. Ontario Int.-Idaho State Line Sec.
Project No. I-80N-7(--)373

Dear Mr. Emery:

We are applying, as a new customer, for assignment of a base period volume allocation for 115,000 gallons of diesel fuel for use in construction of the subject project.

Enclosed are five copies of Federal Energy Office form FEO-17(1-74) for the product. We request that you please complete Item 12f and 12g and return one copy of the completed form to our office. The project site is delineated in red on the enclosed small scale map of the State of Oregon.

The construction contract that the product will be used for will be awarded to the successful bidder approximately June 28, 1974 with a contract time of fifteen months duration.

Under Item 17 on form FEO-17, our monthly breakdown may vary from the contractor's needs for any month because of variations caused by weather and contract delays or acceleration. Since each contractor's method of operation varies, such as the time he moves in after award of contract, the number of shifts he runs per day, along with seasonal variations, it is difficult at this point in time to estimate the monthly allocations needed with close accuracy. The estimated total base period supply volume is sufficient to complete the project, and under the circumstances is normal and reasonable for the intended use.

An approval will be considered a positive commitment of a provisional allocation that can be transferred to the successful bidder for his use in construction of the highway project "North Ontario Interchange-Idaho State Line Section" on Interstate Route I-80N in the vicinity of Ontario, Oregon.

Our application is made in compliance with Section 211.27 and Section 211.13(c) of the regulations of the Federal Energy Office governing the allocation of petroleum products, published in the Federal Register on January 15, 1974.

Enclosed for your reference is a copy of the "Mandatory Petroleum Allocation Program Application Processing", published by the Federal Energy Office of Region X on February 1, 1974, showing the flow of the application document (FEO-17). We have outlined in red, on the chart, the condition that fits our application.

Any correspondence concerning this application should be directed to the Project Management Section, State Highway Division, Salem, Oregon 97310.

We would appreciate your expeditious processing of this application.

Very truly yours,

ORIGINAL SIGNED BY
L. W. RULIEN

L. W. Rulien
Project Management Engineer

JG:bb

Enc.

cc: E. S. Hunter
J. H. Versteeg
C. G. Swenson
J. L. Gaither

Form FHWA 121 (Rev. 5-73)

80 [illegible]

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-80N-8(-)
N. Ontario Interchange-Idaho State Line Section
Old Oregon Trail Highway
Roadway Illumination

DATE: April 12, 1974

In reply refer to: 10-41-A5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

Reference is made to Mr. Wallace's April 5, 1974 letter concerning the above illumination project.

We concur that the cross traffic warrants complete illumination under Case B-3 of the AASHO "Informational Guide for Roadway Lighting." However, when the other traffic factors are considered the warrants for full interchange lighting are marginal. We recommend consideration of partial interchange illumination. Flexibility for future expansion could be included if considered necessary.

We note that for the plan submitted the calculated light intensity on the mainline roadway is 2.4+ average initial footcandles which greatly exceeds normal design values.

4-17-74
Copy Rulien
George
Skoog

G. L. Green

NOTED
L. L. [illegible]

RECEIVED
STATE HWY ENGR
APR 15 '74
REFER TO
[illegible]
FOR
Info | Ans | [illegible] | [illegible] | Sign | Act | File ✓

RECEIVED
OFFICE OF
ASSISTANT STATE HWY ENGINEER

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 5, 1974

TO Mr. Glen L. Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

NOTED
E. S. HUNTER

ORIGINAL SIGNED
L. L. WALLACE

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Roadway Illumination
N. Ontario Interchange-Idaho St. Line Section
Malheur Co. 8399A

Attached are two sets of preliminary illumination plans and a copy of the current and projected ADT for Idaho Ave. Interchange (U.S. 30 Business Route). We submit for your review and approval the following proposal as warranted by the AASHO "Informational Guide for Roadway Lighting".

Complete interchange lighting is warranted under Cases B-2 and B-3 because it is almost fully illuminated at the present time.

Rest area speed change lanes are in the proximity of the interchange so the freeway was lighted to the south end of the rest area.

The design light level will be 1.0 fc average on the interchange with 0.8 fc average on the freeway to the south end of the rest area. The uniformity ratio varies between 2:1 to 4:1.

RECEIVED
APR 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

The proposal is for 1000-watt clear mercury vapor luminaires mounted on 50-foot steel breakaway poles set 30 feet from the edge of pavement or behind traffic barriers. Trailing lights are 400-watt clear mercury vapors mounted in the same way.

The estimated cost for the complete installation as outlined above is $290,000 including engineering and contingencies.

This project is scheduled for letting on June 20, 1974, and it is necessary that the preliminary plans be given earliest attention, review, comments and/or approval.

GJB/ag

Encl.

cc ~~E. S. Hunter~~
L. W. Rulien
V. E. Skoog
L. E. George

8030.

8

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE March 26, 1974

TO E. S. Hunter
Assistant State Highway Engineer

FROM John R. Oakes
John R. Oakes
Assistant R/W Engineer

SUBJECT

We have investigated the Interstate Overlay projects listed in your memorandum of March 21, 1974. There are four of these projects on which we know there may be difficulty. The other projects appear to be clear unless it is later discovered that right-of-way will be necessary.

8081 The Lebanon Road-Halsey Interchange Section does not require right-of-way; however, we understand the Planning Commission is very likely to turn down our application for a zone change for our proposed borrow site.

8146 Myrtle Creek-Canyonville Section requires right-of-way and relocation. It does not appear that this project will be ready for contracting before September, 1974.

8049 Irrigon Junction-Stanfield Junction Section: Our Supervisor understands that a revision of the Irrigon Interchange is being considered that will require right-of-way.

8030 North Ontario Interchange-Idaho State Line: There is one parcel of property required for the Idaho Avenue Interchange. We have requested F.H.W.A. authorization to purchase but have not received approval.

3-27 [illegible] E.H.

JRO:A

CC F. B. Klaboe
J. H. Versteeg
W. J. Hart
V. D. Wolfe
J. B. Boyd
L. W. Rulien
Gary Potter
Clarence Gregg

Ken Rolfe /w/ att.
Rod Henry /w/ Att.
Frank North /w/ att.
Verne Allen /w/ att.

RECEIVED
MAR 26 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-29-74
original to Versteeg
to answer

6030

8

March 20, 1974

Atlantic Richfield Co.
P. O. Box 1571
Portland, Oregon 97207

Attention: Mr. J. W. Gamble

Re: Fuel Allocation for Highway Project
N. Ontario Int.-Idaho State Line Sec.
Project No. I-80N-7(--)373

Gentlemen:

We are applying, as a new customer, for assignment of a base period volume allocation for the following fuels for the subject project:

Diesel	115,000 gals.
Motor Gasoline	15,000 gals.
Lubricating Oils	4,000 gals.
Grease	4,000 lbs.

Enclosed are four copies of Federal Energy Office form FEO-17 for each of the products, and we request that you please complete Item 12f and 12g for each type of petroleum product and return one copy of the completed form for each product to our office, and also state the name of the distributor that will furnish the product if our application is approved. The project site is delineated in red on the enclosed small scale map of the State of Oregon.

The construction contract that the products will be used for will be awarded to the successful bidder approximately June 28, 1974 with a contract time of fifteen months duration.

Under Item 17 on form FEO-17, our monthly breakdown may vary from the contractor's needs for any month because of variations caused by weather and contract delays or acceleration. Since each contractor's method of operation varies, such as the time he moves in after award of contract, the number of shifts he runs per day, along with seasonal variations, it is difficult at this point in time to estimate the monthly allocations needed with close accuracy. The estimated total base period supply volume is sufficient to complete the project, and under the circumstances is normal and reasonable for the intended use.

An approval will be considered a positive commitment of a provisional allocation that can be transferred to the successful bidder, for his use in construction of the highway project "North Ontario Interchange-Idaho State Line Section" on Interstate Route I-80N in the vicinity of Ontario, Oregon.

Our application is made in compliance with Section 211.27 and Section 211.13(c) of the regulations of the Federal Energy Office governing the allocation of petroleum products, published in the Federal Register on January 15, 1974.

Enclosed for your reference is a copy of the "Mandatory Petroleum Allocation Program Application Processing", published by the Federal Energy Office of Region X on February 1, 1974, showing the flow of the application document (FEO-17). We have outlined in red, on the chart, the condition that fits our application.

Any correspondence concerning this application should be directed to the Project Management Section, State Highway Division, Salem, Oregon 97310. We would appreciate any comments and suggestions as to method of submission and additional information you might desire to have included on future applications of this type.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enc.

cc: L. W. Rulien
J. H. Versteeg
C. G. Swenson
J. L. Gaither

JG:js

Form Approved OMB 042R-1682

FEDERAL ENERGY OFFICE
MANDATORY PETROLEUM PRODUCTS ALLOCATION PROGRAM
REQUEST FOR ASSIGNMENT OF A SUPPLIER OR ADJUSTMENT OF BASE PERIOD SUPPLY VOLUME

Do Not Write in this Box.
Case # ____
Received ____
Processed ____
Reply Sent ____

1. Name of Company: Oregon State Highway Division
1a. Date: Year 74 Month 3 Day 20
2. Street Address: Highway Building
3. City: Salem
4. State: Oregon
5. Zip Code: 97310
6. Employer Identification Number (Internal Revenue Service Number): 9 3 6 0 0 1 7 6 5
7a. Person to Contact: Joseph L. Gaither
7b. Telephone (Include Area Code): 503-378-6294
8. Location to which supply is delivered (If different from above - Attach additional sheets if more than one location - Complete 8a. through 8d.)
8a. Street Address - Delivery Location: Presently unknown. (N. Ontario Int.-Idaho Line Sec.)
8b. City: Ontario
8c. State: Oregon
8d. Zip Code: 97914
9a. Storage Capacity of Delivery Location (Gallons): Unknown until award of contract.
9b. Current Inventory of Delivery Location (Gallons): None

10. Type of Product: Complete separate form for each type of fuel.
- 10a. ☐ 110 Propane
- 10b. ☐ 120 Butane
- 10c. ☐ 130 Propane/Butane Mix
- 10d. ☐ 200 Motor Gasoline
- 10e. ☐ 310 Kerosene
- 10f. ☐ 320 #2 Heating Oil
- 10g. ☒ 330 Diesel Fuel
- 10h. ☐ 340 Other Middle Distillates
- 10i. ☐ 410 Aviation Gasoline
- 10j. ☐ 420 Kerosene Jet Fuel
- 10k. ☐ 430 Naphtha Jet Fuel
- 10l. ☐ 510 #4 for Utilities
- 10m. ☐ 520 #5 & #6 for Utilities
- 10n. ☐ 530 #4 for Non-Utilities
- 10o. ☐ 540 #5 & #6 for Non-Utilities
- 10p. ☐ 550 Bunker C
- 10q. ☐ 560 Navy Special
- 10r. ☐ 570 Other Residuals
- 10s. ☐ 710 Lubricants
- 10t. ☐ 720 Special Naphthas
- 10u. ☐ 730 Solvents
- 10v. ☐ 740 Miscellaneous

10w. Specify Grade of Product: #2

11. Type of Request (Please Check)
- 11a. ☐ Request For Assignment of Supplier
- 11b. ☒ Request for Assignment of Base Period Supply Volume
- 11c. ☐ Request for Adjustment of Base Period Supply Volume - Adjustment less than 20%.*
- 11d. ☐ Request for Adjustment of Base Period Supply Volume - Adjustment Equal To or Greater Than 20%*
- 11e. ☐ Request for Assignment of Non Bonded Fuels (See Instructions)

*All adjustments must be greater than 10% for motor gasoline and 5% for all other products

- 11f. ☒ Request for allocation for a construction project, under Section 211.27 of the regulations.

12. Name and Address of Suppliers (or Potential Suppliers if Requesting Assignment of a Supplier) - Complete 12a. through 12f. List principal supplier on the first line and others below. If more than four, provide additional sheets.

12a. Name of Supplier	12b. Supplier Address (City, State, Zip)	12c. Brand Name of Supplier	12d. % of Base Period Supplied	12e. Person to Contact & Telephone	12f. Willing to Supply?
Atlantic Richfield Co.	Portland, Oregon 97207			J.W. Gamble 503-224-2150	Yes ___ No ___ Yes ___ No ___
					Yes ___ No ___
					Yes ___ No ___

12g. Supplier's Decision on this request - Completed by Supplier.

Supplier Name ______________________ . Please check appropriate box.

☐ Approved ☐ Disapproved If disapproved, indicate reasons for disapproval.

FEO-17(1-74)50M
(Supercedes OOG-PAP-17-11-73)

13. **Product Purchased For:**

________ **Resale**

X End Use - describe briefly: Highway Construction

14. **If there is a credit or legal problem involving your supply, briefly describe (Attach additional information if necessary).**

15. **Base Period Supply Volume by Month (Gallons)**

15a. **Base Period Year**

January	May	September
February	June	October
March	July	November
April	August	December

15b. **Base Period Supply Volume** Total

15c. **Does this base period supply volume agree with your supplier?**
Check ☐ Yes ☐ No If "No" attach copy of Base Period Supply Volume Report and briefly describe disagreement.

16. Actual purchases in the last twelve months and the percentage of the comparable base period month. (Total for all use categories in 16b.)

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19			July	19		
February	19			August	19		
March	19			September	19		
April	19			October	19		
May	19			November	19		
June	19			December	19		

16a. Actual Purchases in the last twelve months. Total

16b. Actual purchases in the last twelve months and the percentage of the comparable base period month by use category. (Space for three use categories is provided. If more than three exist, attach additional sheets using the following format.)

(1) Use Category ________________ (Indicate name) ________________

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19			July	19		
February	19			August	19		
March	19			September	19		
April	19			October	19		
May	19			November	19		
June	19			December	19		
					Total		

(2) Use Category ________________ (Indicate name) ________________

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19			July	19		
February	19			August	19		
March	19			September	19		
April	19			October	19		
May	19			November	19		
June	19			December	19		
					Total		

330 Diesel Fuel

(3) Use Category ______ (Indicate name) ______

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19			July	19		
February	19			August	19		
March	19			September	19		
April	19			October	19		
May	19			November	19		
June	19			December	19		
					Total		

17. Requested adjusted base period supply volume and the percentage of the comparable base period month.

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19	-		July	1974	5,750	
February	19	-		August	1974	17,250	
March	19	-		September	1974	17,250	
April	19	-		October	1974	11,500	
May	19	-		November	1974	0	
June	19	-		December	1974	0	

17a. Requested adjusted base period supply volume Total *

* SEE ATTACHED SHEET (17 continued)

18. Justification for volumes requested in item 17 above. Describe in detail the reasons justifying this request. (See Instructions)

Section 211.27 of the regulations of the Federal Energy Office, published in the Federal Register on January 15, 1974, requires contracting agencies, for proposed Federal-aid construction projects, to prepare estimates of the volume of fuels in an amount sufficient to complete the project. The above estimated volume of fuel, under the circumstances, is normal and reasonable for the intended use.

The requested petroleum product is to be used for 3.6 miles of highway construction on Interstate route I-80N between the North Ontario Interchange (Mile Post 374.3) and Idaho State Line in the vicinity of Ontario, Oregon.

The project is of prime importance in keeping with the basic philosophy of improving highway safety which is a typical element of national concern that roadside features or highway geometrics associated with injury or accident to the highway user be eliminated or minimized in their effect.

The work consists of grading, paving, adjustment and modification of signs and guard rail installations, flattening slopes, regrading an interchange area and installing protection at objects which cannot be removed, such as bridge piers, abutments and highway sign structures.

19. Have you applied to the State for exceptional hardship? Check ☐ Yes ☒ No If "yes", briefly describe.

20. Have you ever filed this form with the Federal Government for the type of fuel you are presently requesting action? Check ☐ Yes (If yes give case #) ☒ No

21. Other significant factors, special requirements, or remarks (Provide additional sheets if required).

22. List titles of attached sheets.

1. Continuation of Item #17.
2. State of Oregon map showing project site.
3. FEO flow chart for form FEO-17(1-74).

23. Certification - I hereby certify that the above statements are true, accurate, and complete to the best of my knowledge and that any quantity requested for priority use will be used only for that use.

Joseph L. Gaither
Signature of person completing form

A. L. Schroeder
Assistant State Highway Engineer
Signature and title of certifying company official

24. International Air Carriers:
Additional Certification for Assignment of Non-Bonded Fuels - I hereby certify that bonded fuel supplies are not available at any price to provide a level of fuel comparable to the average percentage of base period fuel currently supplied to other international air carriers operating into the U.S.

Signature and title of certifying company official

Title 18 USC Sec. 1001 makes it a crime for any person knowingly and willfully to make to any department or agency of the United States any false, fictitious or fradulent statements or representations as to any matter within its jurisdiction.

U.S. GOVERNMENT PRINTING OFFICE : 1974 O - 531-974

330 Diesel Fuel
-Continued-

17. Requested adjusted base period supply volume and the percentage of the comparable base period month.

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19 75	0		July	19 75	11,500	
February	19 75	0		August	19 75	11,500	
March	19 75	0		September	19 75	5,750	
April	19 75	5,750		October	19	-	
May	19 75	11,500		November	19	-	
June	19 75	17,250		December	19	-	

17a. Requested adjusted base period supply volume (15 Months) Total 115,000

Form Approved OMB 042R-1682

FEDERAL ENERGY OFFICE
MANDATORY PETROLEUM PRODUCTS ALLOCATION PROGRAM
REQUEST FOR ASSIGNMENT OF A SUPPLIER OR ADJUSTMENT OF BASE PERIOD SUPPLY VOLUME

Do Not Write in this Box.
Case # ____
Received ____
Processed ____
Reply Sent ____

1. Name of Company: Oregon State Highway Division

1a. Date: Year 74 Month 3 Day 20

2. Street Address: Highway Building

3. City: Salem

4. State: Oregon

5. Zip Code: 97310

7a. Person to Contact: Joseph L. Gaither

7b. Telephone (Include Area Code): 503-378-6294

8. Location to which supply is delivered (If different from above - Attach additional sheets if more than one location - Complete 8a. through 8d.)

8a. Street Address - Delivery Location: Presently unknown. (N. Ontario Int.-Idaho Line Sec.)

8b. City: Ontario

8c. State: Oregon

8d. Zip Code: 97914

9a. Storage Capacity of Delivery Location (Gallons): Unknown until award of contract.

9b. Current Inventory of Delivery Location (Gallons): None

6. Employer Identification Number (Internal Revenue Service Number): 9 3 6 0 0 1 7 6 5

10. Type of Product: Complete separate form for each type of fuel.

- 10a. ☐ 110 Propane
- 10b. ☐ 120 Butane
- 10c. ☐ 130 Propane/Butane Mix
- 10d. ☒ 200 Motor Gasoline
- 10e. ☐ 310 Kerosene
- 10f. ☐ 320 #2 Heating Oil
- 10g. ☐ 330 Diesel Fuel
- 10h. ☐ 340 Other Middle Distillates
- 10i. ☐ 410 Aviation Gasoline
- 10j. ☐ 420 Kerosene Jet Fuel
- 10k. ☐ 430 Naphtha Jet Fuel
- 10l. ☐ 510 #4 for Utilities
- 10m. ☐ 520 #5 & #6 for Utilities
- 10n. ☐ 530 #4 for Non-Utilities
- 10o. ☐ 540 #5 & #6 for Non-Utilities
- 10p. ☐ 550 Bunker C
- 10q. ☐ 560 Navy Special
- 10r. ☐ 570 Other Residuals
- 10s. ☐ 710 Lubricants
- 10t. ☐ 720 Special Naphthas
- 10u. ☐ 730 Solvents
- 10v. ☐ 740 Miscellaneous

10w. Specify Grade of Product: Regular

11. Type of Request (Please Check)

- 11a. ☐ Request For Assignment of Supplier
- 11b. ☒ Request for Assignment of Base Period Supply Volume
- 11c. ☐ Request for Adjustment of Base Period Supply Volume - Adjustment less than 20%.*
- 11d. ☐ Request for Adjustment of Base Period Supply Volume - Adjustment Equal To or Greater Than 20%*
- 11e. ☐ Request for Assignment of Non Bonded Fuels (See Instructions)

*All adjustments must be greater than 10% for motor gasoline and 5% for all other products.

- 11f. ☒ Request for allocation for a construction project, under Section 211.27 of the regulations.

12. Name and Address of Suppliers (or Potential Suppliers if Requesting Assignment of a Supplier) - Complete 12a. through 12f. List principal supplier on the first line and others below. If more than four, provide additional sheets.

12a. Name of Supplier	12b. Supplier Address (City, State, Zip)	12c. Brand Name of Supplier	12d. % of Base Period Supplied	12e. Person to Contact & Telephone	12f. Willing to Supply?
					Yes ___ No ___
Atlantic Richfield Co	Portland, Ore. 97207			J.W. Gamble 503-224-2150	Yes ___ No ___
					Yes ___ No ___
					Yes ___ No ___

12g. Supplier's Decision on this request - Completed by Supplier.

Supplier Name ______________________. Please check appropriate box.

☐ Approved ☐ Disapproved If disapproved, indicate reasons for disapproval.

FEO-17(1-74)50M
(Supercedes OOG-PAP-17-11-73)

13. **Product Purchased For:**

________ **Resale**

X **End Use** - describe briefly: Highway Construction

14. **If there is a credit or legal problem involving your supply, briefly describe (Attach additional information if necessary).**

15. **Base Period Supply Volume by Month (Gallons)**		15a. **Base Period Year**
January	May	September
February	June	October
March	July	November
April	August	December

15b. **Base Period Supply Volume** Total

15c. Does this base period supply volume agree with your supplier?
Check ☐ Yes ☐ No If "No" attach copy of Base Period Supply Volume Report and briefly describe disagreement.

16. Actual purchases in the last twelve months and the percentage of the comparable base period month. (Total for all use categories in 16b.)

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19			July	19		
February	19			August	19		
March	19			September	19		
April	19			October	19		
May	19			November	19		
June	19			December	19		

16a. Actual Purchases in the last twelve months. Total

16b. Actual purchases in the last twelve months and the percentage of the comparable base period month by use category. (Space for three use categories is provided. If more than three exist, attach additional sheets using the following format.)

(1) Use Category ______________________ (Indicate name) ______________________

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19			July	19		
February	19			August	19		
March	19			September	19		
April	19			October	19		
May	19			November	19		
June	19			December	19		
					Total		

(2) Use Category ______________________ (Indicate name) ______________________

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19			July	19		
February	19			August	19		
March	19			September	19		
April	19			October	19		
May	19			November	19		
June	19			December	19		
					Total		

200 Motor Gasoline

(3) Use Category ______________________ (Indicate name) ______________________

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19			July	19		
February	19			August	19		
March	19			September	19		
April	19			October	19		
May	19			November	19		
June	19			December	19		
					Total		

17. Requested adjusted base period supply volume and the percentage of the comparable base period month.

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19	-		July	19 74	750	
February	19	-		August	19 74	2,250	
March	19	-		September	19 74	2,250	
April	19	-		October	19 74	1,500	
May	19	-		November	19 74	0	
June	19	-		December	19 74	0	
					Total	*	

17a. Requested adjusted base period supply volume

* SEE ATTACHED SHEET (17 continued)

18. Justification for volumes requested in item 17 above. Describe in detail the reasons justifying this request. (See Instructions)

Section 211.27 of the regulations of the Federal Energy Office, published in the Federal Register on January 15, 1974, requires contracting agencies, for proposed Federal-aid construction projects, to prepare estimates of the volume of fuels in an amount sufficient to complete the project. The above estimated volume of fuel, under the circumstances, is normal and reasonable for the intended use.

The requested petroleum product is to be used for 3.6 miles of highway construction on Interstate route I-80N between the North Ontario Interchange (Mile Post 374.3) and Idaho State Line in the vicinity of Ontario, Oregon.

The project is of prime importance in keeping with the basic philosophy of improving highway safety which is a typical element of national concern that roadside features or highway geometrics associated with injury or accident to the highway user be eliminated or minimized in their effect.

The work consists of grading, paving, adjustment and modification of signs and guard rail installations, flattening slopes, regrading an interchange area and installing protection at objects which cannot be removed, such as bridge piers, abutments and highway sign structures.

19. **Have you applied to the State for exceptional hardship?** **Check** ☐ **Yes** ☒ **No** **If "yes", briefly describe.**

20. **Have you ever filed this form with the Federal Government for the type of fuel you are presently requesting action? Check** ☐ **Yes (If yes give case #**) ☒ No

21. Other significant factors, special requirements, or remarks (Provide additional sheets if required).

22. List titles of attached sheets.

1. Continuation of Item #17.
2. State of Oregon map showing project site.
3. FEO flow chart for form FEO-17(1-74).

23. Certification - I hereby certify that the above statements are true, accurate, and complete to the best of my knowledge and that any quantity requested for priority use will be used only for that use.

Joseph L. Gaither
Signature of person completing form

A. T. Schroeder
Assistant State Highway Engineer
Signature and title of certifying company official

24. International Air Carriers:
Additional Certification for Assignment of Non-Bonded Fuels - I hereby certify that bonded fuel supplies are not available at any price to provide a level of fuel comparable to the average percentage of base period fuel currently supplied to other international air carriers operating into the U.S.

Signature and title of certifying company official

Title 18 USC Sec. 1001 makes it a crime for any person knowingly and willfully to make to any department or agency of the United States any false, fictitious or fradulent statements or representations as to any matter within its jurisdiction.

U. S. GOVERNMENT PRINTING OFFICE : 1974 O - 531-954

200 Motor Gasoline
-Continued-

17. Requested adjusted base period supply volume and the percentage of the comparable base period month.

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19 75	0		July	19 75	1,500	
February	19 75	0		August	19 75	1,500	
March	19 75	0		September	19 75	750	
April	19 75	750		October	19	-	
May	19 75	1,500		November	19	-	
June	19 75	2,250		December	19	-	

17a. Requested adjusted base period supply volume (15 Months) Total 15,000

Form Approved OMB 042R-1682

FEDERAL ENERGY OFFICE
MANDATORY PETROLEUM PRODUCTS ALLOCATION PROGRAM
REQUEST FOR ASSIGNMENT OF A SUPPLIER OR ADJUSTMENT OF BASE PERIOD SUPPLY VOLUME

Do Not Write in this Box.
Case #
Received
Processed
Reply Sent

1. Name of Company: Oregon State Highway Division
1a. Date: Year 74 Month 3 Day 20
2. Street Address: Highway Building
3. City: Salem
4. State: Oregon
5. Zip Code: 97310
7a. Person to Contact: Joseph L. Gaither
7b. Telephone (Include Area Code): 503-378-6294
8. Location to which supply is delivered (If different from above - Attach additional sheets if more than one location - Complete 8a. through 8d.)
8a. Street Address - Delivery Location: Presently unknown. (N. Ontario Int.-Idaho Line Sec.)
8b. City: Ontario
8c. State: Oregon
8d. Zip Code: 97914
9a. Storage Capacity of Delivery Location (Gallons): Unknown until award of contract.
9b. Current Inventory of Delivery Location (Gallons): None

6. Employer Identification Number (Internal Revenue Service Number): 9 3 6 0 0 1 7 6 5

10. Type of Product: Complete separate form for each type of fuel.

- 10a. ☐ 110 Propane
- 10b. ☐ 120 Butane
- 10c. ☐ 130 Propane/ Butane Mix
- 10d. ☐ 200 Motor Gasoline
- 10e. ☐ 310 Kerosene
- 10f. ☐ 320 #2 Heating Oil
- 10g. ☐ 330 Diesel Fuel
- 10h. ☐ 340 Other Middle Distillates
- 10i. ☐ 410 Aviation Gasoline
- 10j. ☐ 420 Kerosene Jet Fuel
- 10k. ☐ 430 Naphtha Jet Fuel
- 10l. ☐ 510 #4 for Utilities
- 10m. ☐ 520 #5 & #6 for Utilities
- 10n. ☐ 530 #4 for Non-Utilities
- 10o. ☐ 540 #5 & #6 for Non-Utilities
- 10p. ☐ 550 Bunker C
- 10q. ☐ 560 Navy Special
- 10r. ☐ 570 Other Residuals
- 10s. ☒ 710 Lubricants
- 10t. ☐ 720 Special Naphthas
- 10u. ☐ 730 Solvents
- 10v. ☐ 740 Miscellaneous

10w. Specify Grade of Product: Various

11. Type of Request (Please Check)

- 11a. ☐ Request For Assignment of Supplier
- 11b. ☒ Request for Assignment of Base Period Supply Volume
- 11c. ☐ Request for Adjustment of Base Period Supply Volume - Adjustment less than 20%.*
- 11d. ☐ Request for Adjustment of Base Period Supply Volume - Adjustment Equal To or Greater Than 20%*
- 11e. ☐ Request for Assignment of Non Bonded Fuels (See Instructions)

*All adjustments must be greater than 10% for motor gasoline and 5% for all other products.

- 11f. ☒ Request for allocation for a construction project, under Section 211.27 of the regulations.

12. Name and Address of Suppliers (or Potential Suppliers if Requesting Assignment of a Supplier) - Complete 12a. through 12f. List principal supplier on the first line and others below. If more than four, provide additional sheets.

12a. Name of Supplier	12b. Supplier Address (City, State, Zip)	12c. Brand Name of Supplier	12d % of Base Period Supplied	12e. Person to Contact & Telephone	12f. Willing to Supply?
					Yes ___ No ___
Atlantic Richfield Co.	Portland, Oregon 97207			J.W. Gamble 503-224-2150	Yes ___ No ___
					Yes ___ No ___
					Yes ___ No ___

12g. Supplier's Decision on this request - Completed by Supplier.

Supplier Name ______________________ Please check appropriate box.

☐ Approved ☐ Disapproved If disapproved, indicate reasons for disapproval.

FEO-17(1-74)50M
(Supercedes OOG-PAP-17-11-73)

13. **Product Purchased For:**

________ **Resale**

__X__ **End Use - describe briefly:** Highway Construction

14. **If there is a credit or legal problem involving your supply, briefly describe (Attach additional information if necessary).**

None

15. **Base Period Supply Volume by Month (Gallons)** | 15a. **Base Period Year**

January	May	September
February	June	October
March	July	November
April	August	December

15b. **Base Period Supply Volume** Total

15c. Does this base period supply volume agree with your supplier?
Check ☐ Yes ☐ No If "No" attach copy of Base Period Supply Volume Report and briefly describe disagreement.

16. Actual purchases in the last twelve months and the percentage of the comparable base period month. (Total for all use categories in 16b.)

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19			July	19		
February	19			August	19		
March	19			September	19		
April	19			October	19		
May	19			November	19		
June	19			December	19		

16a. **Actual Purchases in the last twelve months.** Total

16b. **Actual purchases in the last twelve months and the percentage of the comparable base period month by use category. (Space for three use categories is provided. If more than three exist, attach additional sheets using the following format.)**

(1) **Use Category** ________________ **(Indicate name)** ________________

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19			July	19		
February	19			August	19		
March	19			September	19		
April	19			October	19		
May	19			November	19		
June	19			December	19		
					Total		

(2) **Use Category** ________________ **(Indicate name)** ________________

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19			July	19		
February	19			August	19		
March	19			September	19		
April	19			October	19		
May	19			November	19		
June	19			December	19		
					Total		

710 Lubricants

(3) Use Category ______________________ (Indicate name) ______________________

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19			July	19		
February	19			August	19		
March	19			September	19		
April	19			October	19		
May	19			November	19		
June	19			December	19		
					Total		

17. Requested adjusted base period supply volume and the percentage of the comparable base period month.

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19	-		July	19 74	200	
February	19	-		August	19 74	600	
March	19	-		September	19 74	600	
April	19	-		October	19 74	400	
May	19	-		November	19 74	0	
June	19	-		December	19 74	0	
17a. Requested adjusted base period supply volume					Total	*	

* SEE ATTACHED SHEET (17 continued)

18. Justification for volumes requested in item 17 above. Describe in detail the reasons justifying this request. (See Instructions)

Section 211.27 of the regulations of the Federal Energy Office, published in the Federal Register on January 15, 1974, requires contracting agencies, for proposed Federal-aid construction projects, to prepare estimates of the volume of fuels in an amount sufficient to complete the project. The above estimated volume of fuel, under the circumstances, is normal and reasonable for the intended use.

The requested petroleum product is to be used for 3.6 miles of highway construction on Interstate route I-80N between the North Ontario Interchange (Mile Post 374.3) and Idaho State Line in the vicinity of Ontario, Oregon.

The project is of prime importance in keeping with the basic philosophy of improving highway safety which is a typical element of national concern that roadside features or highway geometrics associated with injury or accident to the highway user be eliminated or minimized in their effect.

The work consists of grading, paving, adjustment and modification of signs and guard rail installations, flattening slopes, regrading an interchange area and installing protection at objects which cannot be removed, such as bridge piers, abutments and highway sign structures.

19. Have you applied to the State for exceptional hardship? Check ☐ Yes ☒ No If "yes", briefly describe.

20. Have you ever filed this form with the Federal Government for the type of fuel you are presently requesting action? Check ☐ Yes (If yes give case #) ☒ No

21. Other significant factors, special requirements, or remarks (Provide additional sheets if required).

1. Continuation of Item #17.
2. State of Oregon map showing project site.
3. FEO flow chart for form FEO-17(1-74).

22. List titles of attached sheets.

23. Certification - I hereby certify that the above statements are true, accurate, and complete to the best of my knowledge and that any quantity requested for priority use will be used only for that use.

Joseph L Gaither
Signature of person completing form

A. L. Schroeder
Assistant State Highway Engineer
Signature and title of certifying company official

24. International Air Carriers:
Additional Certification for Assignment of Non-Bonded Fuels - I hereby certify that bonded fuel supplies are not available at any price to provide a level of fuel comparable to the average percentage of base period fuel currently supplied to other international air carriers operating into the U.S.

Signature and title of certifying company official

Title 18 USC Sec. 1001 makes it a crime for any person knowingly and willfully to make to any department or agency of the United States any false, fictitious or fradulent statements or representations as to any matter within its jurisdiction.

U. S. GOVERNMENT PRINTING OFFICE : 1974 O - 531-554

710 Lubricants
-Continued-.

17. Requested adjusted base period supply volume and the percentage of the comparable base period month.

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19 75	0		July	1975	400	
February	19 75	0		August	1975	400	
March	19 75	0		September	1975	200	
April	19 75	200		October	19	-	
May	19 75	400		November	19	-	
June	19 75	600		December	19	-	

17a. Requested adjusted base period supply volume (15 Months) Total 4,000

Form Approved OMB 042R-1682

FEDERAL ENERGY OFFICE
MANDATORY PETROLEUM PRODUCTS ALLOCATION PROGRAM
REQUEST FOR ASSIGNMENT OF A SUPPLIER OR ADJUSTMENT OF BASE PERIOD SUPPLY VOLUME

Do Not Write in this Box.
Case # ______
Received ______
Processed ______
Reply Sent ______

1. Name of Company: Oregon State Highway Division
1a. Date: Year 74 Month 3 Day 20
2. Street Address: Highway Building
3. City: Salem
4. State: Oregon
5. Zip Code: 97310
6. Employer Identification Number (Internal Revenue Service Number): 9 3 6 0 0 1 7 6 5
7a. Person to Contact: Joseph L. Gaither
7b. Telephone (Include Area Code): 502-378-6294
8. Location to which supply is delivered (If different from above - Attach additional sheets if more than one location - Complete 8a. through 8d.)
8a. Street Address - Delivery Location: Presently unknown. (N. Ontario Int.-Idaho Line Sec.)
8b. City: Ontario
8c. State: Oregon
8d. Zip Code: 97914
9a. Storage Capacity of Delivery Location (Gallons): Unknown until award of contract.
9b. Current Inventory of Delivery Location (Gallons): None

10. Type of Product: Complete separate form for each type of fuel.
- 10a. ☐ 110 Propane
- 10b. ☐ 120 Butane
- 10c. ☐ 130 Propane/Butane Mix
- 10d. ☐ 200 Motor Gasoline
- 10e. ☐ 310 Kerosene
- 10f. ☐ 320 #2 Heating Oil
- 10g. ☐ 330 Diesel Fuel
- 10h. ☐ 340 Other Middle Distillates
- 10i. ☐ 410 Aviation Gasoline
- 10j. ☐ 420 Kerosene Jet Fuel
- 10k. ☐ 430 Naphtha Jet Fuel
- 10l. ☐ 510 #4 for Utilities
- 10m. ☐ 520 #5 & #6 for Utilities
- 10n. ☐ 530 #4 for Non-Utilities
- 10o. ☐ 540 #5 & #6 for Non-Utilities
- 10p. ☐ 550 Bunker C
- 10q. ☐ 560 Navy Special
- 10r. ☐ 570 Other Residuals
- 10s. ☐ 710 Lubricants
- 10t. ☐ 720 Special Naphthas
- 10u. ☐ 730 Solvents
- 10v. ☒ 740 Miscellaneous *

*Grease

10w. Specify Grade of Product: Various

11. Type of Request (Please Check)
- 11a. ☐ Request For Assignment of Supplier
- 11b. ☒ Request for Assignment of Base Period Supply Volume
- 11c. ☐ Request for Adjustment of Base Period Supply Volume - Adjustment less than 20%.*
- 11d. ☐ Request for Adjustment of Base Period Supply Volume - Adjustment Equal To or Greater Than 20%*
- 11e. ☐ Request for Assignment of Non Bonded Fuels (See Instructions)

*All adjustments must be greater than 10% for motor gasoline and 5% for all other products.

- 11f. ☒ Request for allocation for a construction project, under Section 211.27 of the regulations.

12. Name and Address of Suppliers (or Potential Suppliers if Requesting Assignment of a Supplier) - Complete 12a. through 12f. List principal supplier on the first line and others below. If more than four, provide additional sheets.

12a. Name of Supplier	12b. Supplier Address (City, State, Zip)	12c. Brand Name of Supplier	12d. % of Base Period Supplied	12e. Person to Contact & Telephone	12f. Willing to Supply?
Atlantic Richfield Co.	Portland, Oregon 97207			J.W. Gamble 503-224-2150	Yes __ No __
					Yes __ No __
					Yes __ No __
					Yes __ No __

12g. Supplier's Decision on this request - Completed by Supplier.

Supplier Name ______________________. Please check appropriate box.

☐ Approved ☐ Disapproved If disapproved, indicate reasons for disapproval.

FEO-17(1-74)50M
(Supercedes OOG-PAP-17-11-73)

13. **Product Purchased For:**

_______ **Resale**

___X___ **End Use - describe briefly:** Highway Construction

14. **If there is a credit or legal problem involving your supply, briefly describe (Attach additional information if necessary).**

15. Base Period Supply Volume by Month (Gallons)		**15a. Base Period Year**
January	**May**	**September**
February	**June**	**October**
March	**July**	**November**
April	**August**	**December**
15b. Base Period Supply Volume		**Total**

15c. **Does this base period supply volume agree with your supplier?**
Check ☐ **Yes** ☐ **No** If "No" attach copy of **Base Period Supply Volume Report and briefly describe disagreement.**

16. **Actual purchases in the last twelve months and the percentage of the comparable base period month. (Total for all use categories in 16b.)**

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19			July	19		
February	19			August	19		
March	19			September	19		
April	19			October	19		
May	19			November	19		
June	19			December	19		
16a. Actual Purchases in the last twelve months.					Total		

16b. **Actual purchases in the last twelve months and the percentage of the comparable base period month by use category. (Space for three use categories is provided. If more than three exist, attach additional sheets using the following format.)**

(1) Use Category ______________________ (Indicate name) ______________

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19			July	19		
February	19			August	19		
March	19			September	19		
April	19			October	19		
May	19			November	19		
June	19			December	19		
					Total		

(2) Use Category ______________________ (Indicate name) ______________

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19			July	19		
February	19			August	19		
March	19			September	19		
April	19			October	19		
May	19			November	19		
June	19			December	19		
					Total		

740 Miscellaneous

(3) Use Category ______________________ (Indicate name) ______________________

Month	Year	Gallons	% of Base Period	Month	Year	Gallons	% of Base Period
January	19			July	19		
February	19			August	19		
March	19			September	19		
April	19			October	19		
May	19			November	19		
June	19			December	19		
					Total		

17. Requested adjusted base period supply volume and the percentage of the comparable base period month.

Month	Year	Lbs.	% of Base Period	Month	Year	Lbs.	% of Base Period
January	19	-		July	19 74	200	
February	19	-		August	19 74	600	
March	19	-		September	19 74	600	
April	19	-		October	19 74	400	
May	19	-		November	19 74	0	
June	19	-		December	19 74	0	
					Total	*	

17a. Requested adjusted base period supply volume

* SEE ATTACHED SHEET (17 continued)

18. Justification for volumes requested in item 17 above. Describe in detail the reasons justifying this request. (See Instructions)

Section 211.27 of the regulations of the Federal Energy Office, published in the Federal Register on January 15, 1974, requires contracting agencies, for proposed Federal-aid construction projects, to prepare estimates of the volume of fuels in an amount sufficient to complete the project. The above estimated volume of fuel, under the circumstances, is normal and reasonable for the intended use.

The requested petroleum product is to be used for 3.6 miles of highway construction on Interstate route I-80N between the North Ontario Interchange (Mile Post 374.3) and Idaho State Line in the vicinity of Ontario, Oregon.

The project is of prime importance in keeping with the basic philosophy of improving highway safety which is a typical element of national concern that roadside features or highway geometrics associated with injury or accident to the highway user be eliminated or minimized in their effect.

The work consists of grading, paving, adjustment and modification of signs and guard rail installations, flattening slopes, regrading an interchange area and installing protection at objects which cannot be removed, such as bridge piers, abutments and highway sign structures.

19. Have you applied to the State for exceptional hardship? Check ☐ Yes ☒ No If "yes", briefly describe.

20. Have you ever filed this form with the Federal Government for the type of fuel you are presently requesting action? Check ☐ Yes (If yes give case #) ☒ No

21. Other significant factors, special requirements, or remarks (Provide additional sheets if required).

22. List titles of attached sheets.

1. Continuation of Item #17.
2. State of Oregon map showing project site.
3. FEO flow chart for form FEO-17(1-74).

23. Certification - I hereby certify that the above statements are true, accurate, and complete to the best of my knowledge and that any quantity requested for priority use will be used only for that use.

Joseph L Gaither
Signature of person completing form

A. T. Schroeder
Assistant State Highway Engineer
Signature and title of certifying company official

24. International Air Carriers:
Additional Certification for Assignment of Non-Bonded Fuels - I hereby certify that bonded fuel supplies are not available at any price to provide a level of fuel comparable to the average percentage of base period fuel currently supplied to other international air carriers operating into the U.S.

Signature and title of certifying company official

Title 18 USC Sec. 1001 makes it a crime for any person knowingly and willfully to make to any department or agency of the United States any false fictitious or fradulent statements or representations as to any matter within its jurisdiction.

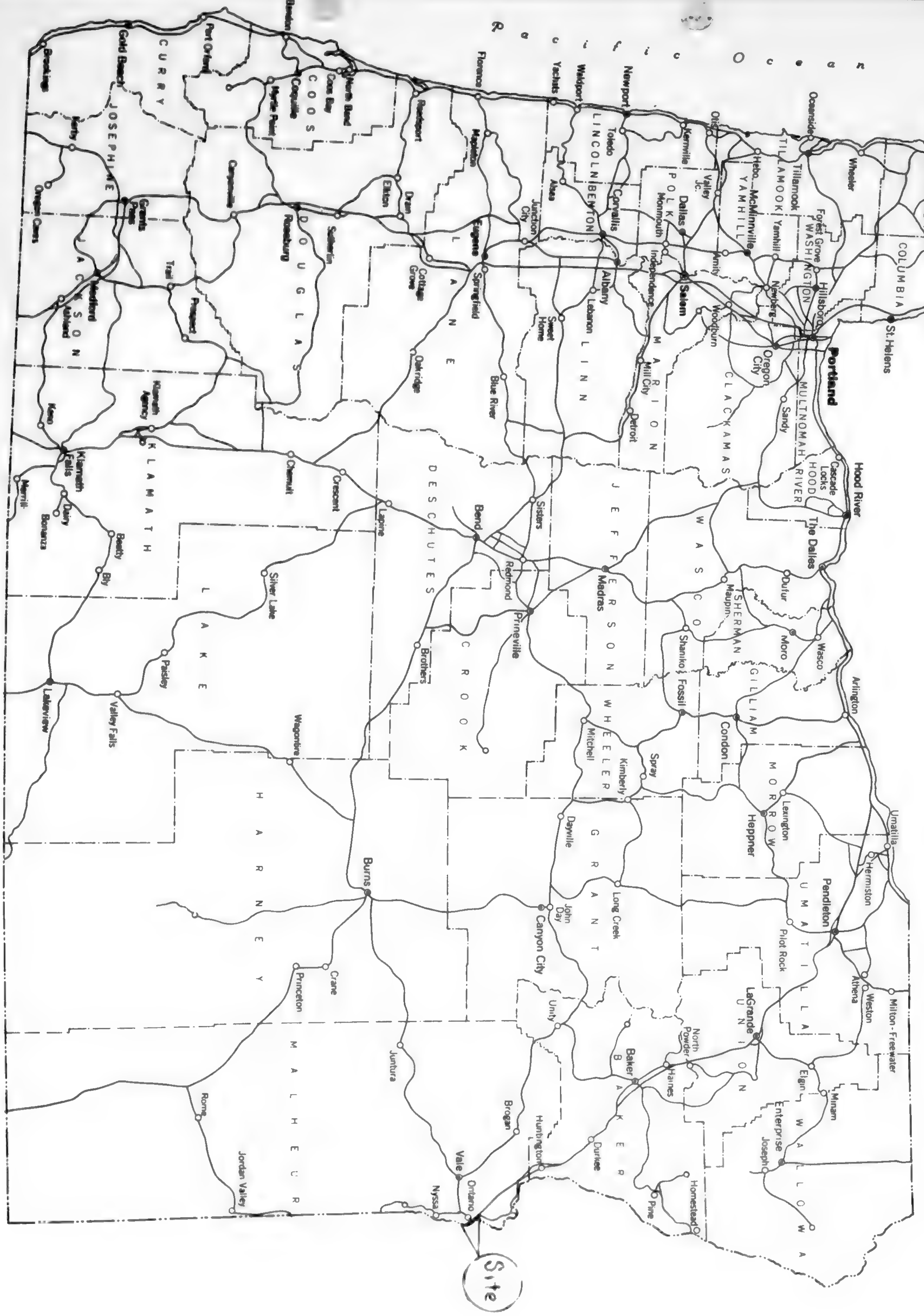
U.S. GOVERNMENT PRINTING OFFICE : 74

740 Miscellaneous
-Continued-

17. Requested adjusted base period supply volume and the percentage of the comparable base period month.

Month	Year	Lbs.	% of Base Period	Month	Year	Lbs.	% of Base Period
January	1975	0		July	1975	600	
February	1975	0		August	1975	400	
March	1975	0		September	1975	200	
April	1975	0		October	19	-	
May	1975	400		November	19	-	
June	1975	600		December	19	-	

17a. Requested adjusted base period supply volume (15 Months) Total 4,000

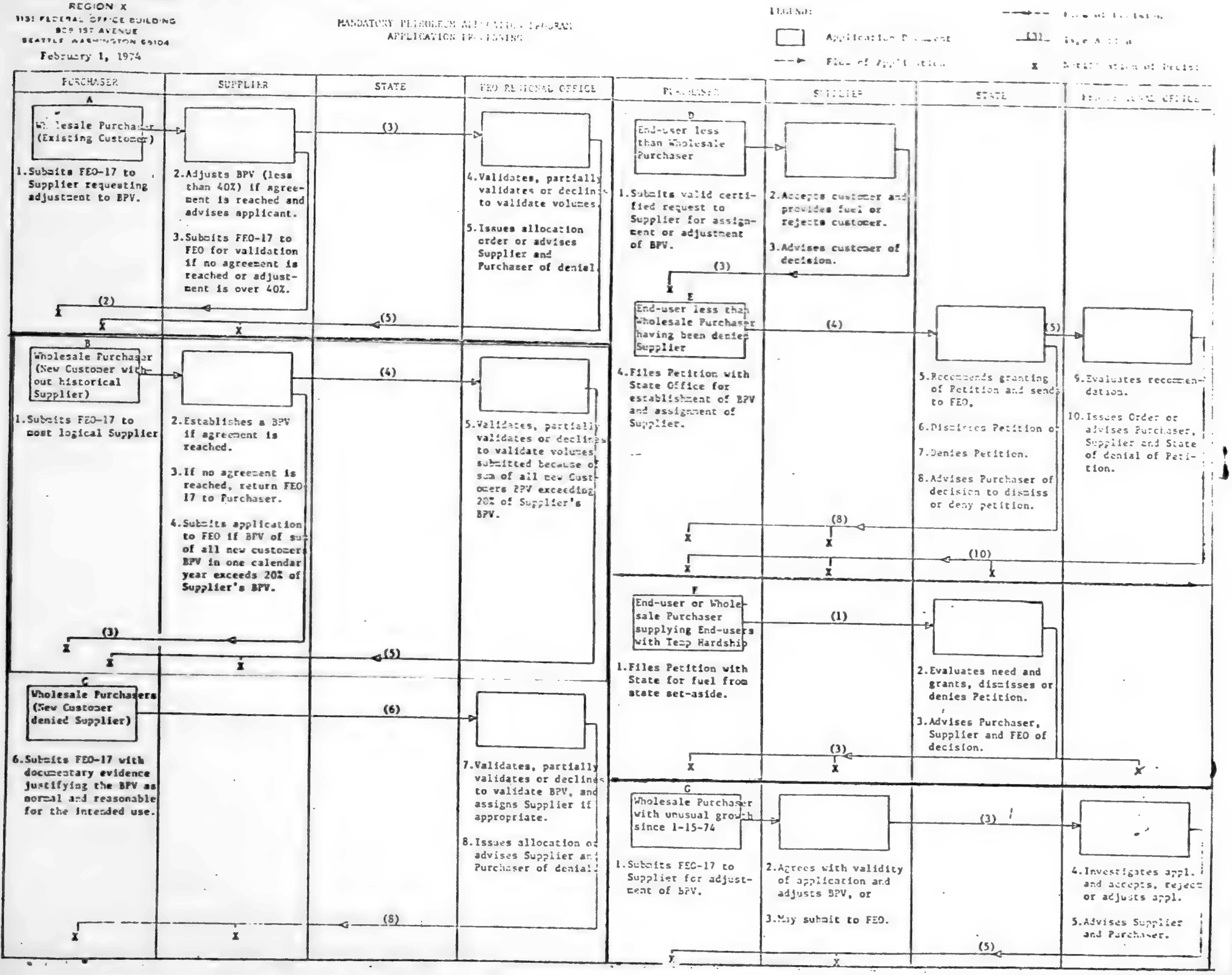

Pacific Ocean
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
YAMHILL
POLK
LINCOLN
BENTON
MARION
LINN
CLACKAMAS
MULTNOMAH
HOOD RIVER
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
BAKER
GRANT
WHEELER
JEFFERSON
CROOK
DESCHUTES
LANE
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
HARNEY
MALHEUR
Astoria
Seaside
Westport
Clatskanie
Rainier
St. Helens
Wheeler
Oceanside
Tillamook
Hebo
Forest Grove
Hillsboro
Portland
Newberg
McMinnville
Yamhill
Amity
Oregon City
Woodburn
Salem
Dallas
Monmouth
Independence
Albany
Corvallis
Newport
Toledo
Waldport
Yachats
Florence
Reedsport
Mapleton
Junction City
Eugene
Springfield
Cottage Grove
Oakridge
Sweet Home
Lebanon
Mill City
Detroit
Blue River
Sandy
Cascade Locks
Hood River
The Dalles
Dufur
Maupin
Moro
Wasco
Shaniko
Fossil
Condon
Arlington
Umatilla
Hermiston
Pendleton
Pilot Rock
Athena
Weston
Milton-Freewater
Heppner
Lexington
LaGrande
Elgin
Minam
Enterprise
Joseph
North Powder
Haines
Baker
Durkee
Huntington
Homestead
Pine
Unity
Canyon City
John Day
Long Creek
Dayville
Kimberly
Spray
Mitchell
Madras
Prineville
Redmond
Sisters
Bend
Brothers
La Pine
Crescent
Chemult
Silver Lake
Paisley
Valley Falls
Lakeview
Wagontire
Burns
Crane
Princeton
Juntura
Brogan
Vale
Ontario
Nyssa
Rome
Jordan Valley
Bly
Beatty
Bonanza
Dairy
Merrill
Klamath Falls
Keno
Klamath Agency
Medford
Ashland
Grants Pass
Oregon Caves
Prospect
Trail
Roseburg
Sutherlin
Drain
Elkton
Canyonville
Myrtle Point
Coquille
Coos Bay
North Bend
Bandon
Port Orford
Gold Beach
Brookings
Kerby
Site

1-73

FEDERAL ENERGY OFFICE
REGION X
1131 FEDERAL OFFICE BUILDING
909 1ST AVENUE
SEATTLE WASHINGTON 98104

February 1, 1974

MANDATORY PETROLEUM ALLOCATION PROGRAM
APPLICATION PROCESSING



A Wholesale Purchaser (Existing Customer)

1. Submits FEO-17 to Supplier requesting adjustment to BPV.
2. Adjusts BPV (less than 40%) if agreement is reached and advises applicant.
3. Submits FEO-17 to FEO for validation if no agreement is reached or adjustment is over 40%.
4. Validates, partially validates or declines to validate volumes.
5. Issues allocation order or advises Supplier and Purchaser of denial.

B Wholesale Purchaser (New Customer without historical Supplier)

1. Submits FEO-17 to most logical Supplier.
2. Establishes a BPV if agreement is reached.
3. If no agreement is reached, return FEO-17 to Purchaser.
4. Submits application to FEO if BPV of sum of all new customers BPV in one calendar year exceeds 20% of Supplier's BPV.
5. Validates, partially validates or declines to validate volumes submitted because of sum of all new Customers BPV exceeding 20% of Supplier's BPV.

C Wholesale Purchasers (New Customer denied Supplier)

6. Submits FEO-17 with documentary evidence justifying the BPV as normal and reasonable for the intended use.
7. Validates, partially validates or declines to validate BPV, and assigns Supplier if appropriate.
8. Issues allocation or advises Supplier and Purchaser of denial.

D End-user less than Wholesale Purchaser

1. Submits valid certified request to Supplier for assignment or adjustment of BPV.
2. Accepts customer and provides fuel or rejects customer.
3. Advises customer of decision.

E End-user less than Wholesale Purchaser having been denied Supplier

4. Files Petition with State Office for establishment of BPV and assignment of Supplier.
5. Recommends granting of Petition and sends to FEO.
6. Dismisses Petition or
7. Denies Petition.
8. Advises Purchaser of decision to dismiss or deny petition.
9. Evaluates recommendation.
10. Issues Order or advises Purchaser, Supplier and State of denial of Petition.

F End-user or Wholesale Purchaser supplying End-users with Temp Hardship

1. Files Petition with State for fuel from state set-aside.
2. Evaluates need and grants, dismisses or denies Petition.
3. Advises Purchaser, Supplier and FEO of decision.

G Wholesale Purchaser with unusual growth since 1-15-74

1. Submits FEO-17 to Supplier for adjustment of BPV.
2. Agrees with validity of application and adjusts BPV, or
3. May submit to FEO.
4. Investigates appl. and accepts, rejects or adjusts appl.
5. Advises Supplier and Purchaser.

8030

March 20, 1974

American Oil Co.
10 W. Broadway, Suite 10
Salt Lake City, Utah 84101

Re: Fuel Allocation for Highway Project
N. Ontario Int.-Idaho State Line Sec.
Project No. I-80N-7(--)373

Gentlemen:

We are applying, as a new customer, for assignment of a base period volume allocation for the following fuels for the subject project:

Diesel	115,000 gals.
Motor Gasoline	15,000 gals.
Lubricating Oils	4,000 gals.
Grease	4,000 lbs.

Enclosed are four copies of Federal Energy Office form FEO-17 for each of the products, and we request that you please complete Item 12f and 12g for each type of petroleum product and return one copy of the completed form for each product to our office, and also state the name of the distributor that will furnish the product if our application is approved. The project site is delineated in red on the enclosed small scale map of the State of Oregon.

The construction contract that the products will be used for will be awarded to the successful bidder approximately June 28, 1974 with a contract time of fifteen months duration.

Under Item 17 on form FEO-17, our monthly breakdown may vary from the contractor's needs for any month because of variations caused by weather and contract delays or acceleration. Since each contractor's method of operation varies, such as the time he moves in after award of contract, the number of shifts he runs per day, along with seasonal variations, it is difficult at this point in time to estimate the monthly allocations needed with close accuracy. The estimated total base period supply volume is sufficient to complete the project, and under the circumstances is normal and reasonable for the intended use.

An approval will be considered a positive commitment of a provisional allocation that can be transferred to the successful bidder for his use in construction of the highway project "North Ontario Interchange-Idaho State Line Section" on Interstate Route I-80N in the vicinity of Ontario, Oregon.

Our application is made in compliance with Section 211.27 and Section 211.13(c) of the regulations of the Federal Energy Office governing the allocation of petroleum products, published in the Federal Register on January 15, 1974.

Enclosed for your reference is a copy of the "Mandatory Petroleum Allocation Program Application Processing", published by the Federal Energy Office of Region X on February 1, 1974, showing the flow of the application document (FEO-17). We have outlined in red, on the chart, the condition that fits our application.

Any correspondence concerning this application should be directed to the Project Management Section, State Highway Division, Salem, Oregon 97310. We would appreciate any comments and suggestions as to method of submission and additional information you might desire to have included on future applications of this type.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enc.

cc: L. W. Rulien
J. H. Versteeg
C. G. Swenson
J. L. Gaither

JG:js

8030

8

March 20, 1974

Douglas Oil Co.
P. O. Box 60205
Terminal Annex
Los Angeles, California 90060

Re: Fuel Allocation for Highway Project
N. Ontario Int.-Idaho State Line Sec.
Project No. I-80N-7(—)373

Gentlemen:

We are applying, as a new customer, for assignment of a base period volume allocation for the following fuels for the subject project:

Diesel	115,000 gals.
Motor Gasoline	15,000 gals.
Lubricating Oils	4,000 gals.
Grease	4,000 lbs.

Enclosed are four copies of Federal Energy Office form FEO-17 for each of the products, and we request that you please complete Item 12f and 12g for each type of petroleum product and return one copy of the completed form for each product to our office, and also state the name of the distributor that will furnish the product if our application is approved. The project site is delineated in red on the enclosed small scale map of the State of Oregon.

The construction contract that the products will be used for will be awarded to the successful bidder approximately June 28, 1974 with a contract time of fifteen months duration.

Under Item 17 on form FEO-17, our monthly breakdown may vary from the contractor's needs for any month because of variations caused by weather and contract delays or acceleration. Since each contractor's method of operation varies, such as the time he moves in after award of contract, the number of shifts he runs per day, along with seasonal variations, it is difficult at this point in time to estimate the monthly allocations needed with close accuracy. The estimated total base period supply volume is sufficient to complete the project, and under the circumstances is normal and reasonable for the intended use.

An approval will be considered a positive commitment of a provisional allocation that can be transferred to the successful bidder for his use in construction of the highway project "North Ontario Interchange-Idaho State Line Section" on Interstate Route I-80N in the vicinity of Ontario, Oregon.

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Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enc.

cc: L. W. Rulien
J. H. Versteeg
C. G. Swenson
J. L. Gaither

JG:js

8030

8

March 20, 1974

Exxon Co.
1800 Ave. of the Stars
Los Angeles, Calif. 90067

Re: Fuel Allocation for Highway Project
N. Ontario Int.-Idaho State Line Sec.
Project No. I-80N-7(--)373

Gentlemen:

We are applying, as a new customer, for assignment of a base period volume allocation for the following fuels for the subject project:

Diesel	115,000 gals.
Motor Gasoline	15,000 gals.
Lubricating Oils	4,000 gals.
Grease	4,000 lbs.

Enclosed are four copies of Federal Energy Office form FEO-17 for each of the products, and we request that you please complete Item 12f and 12g for each type of petroleum product and return one copy of the completed form for each product to our office, and also state the name of the distributor that will furnish the product if our application is approved. The project site is delineated in red on the enclosed small scale map of the State of Oregon.

The construction contract that the products will be used for will be awarded to the successful bidder approximately June 28, 1974 with a contract time of fifteen months duration.

Under Item 17 on form FEO-17, our monthly breakdown may vary from the contractor's needs for any month because of variations caused by weather and contract delays or acceleration. Since each contractor's method of operation varies, such as the time he moves in after award of contract, the number of shifts he runs per day, along with seasonal variations, it is difficult at this point in time to estimate the monthly allocations needed with close accuracy. The estimated total base period supply volume is sufficient to complete the project, and under the circumstances is normal and reasonable for the intended use.

8030

9

March 20, 1974

Exxon Co.
1800 Ave. of the Stars
Los Angeles, Calif. 90067

Re: Fuel Allocation for Highway Project
N. Ontario Int.-Idaho State Line Sec.
Project No. I-80N-7(--)373

Gentlemen:

We are applying, as a new customer, for assignment of a base period volume allocation for the following fuels for the subject project:

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Motor Gasoline	15,000 gals.
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The construction contract that the products will be used for will be awarded to the successful bidder approximately June 28, 1974 with a contract time of fifteen months duration.

Under Item 17 on form FEO-17, our monthly breakdown may vary from the contractor's needs for any month because of variations caused by weather and contract delays or acceleration. Since each contractor's method of operation varies, such as the time he moves in after award of contract, the number of shifts he runs per day, along with seasonal variations, it is difficult at this point in time to estimate the monthly allocations needed with close accuracy. The estimated total base period supply volume is sufficient to complete the project, and under the circumstances is normal and reasonable for the intended use.

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Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enc.

cc: L. W. Rulien
J. H. Versteeg
C. G. Swenson
J. L. Gaither

JG:js

8030

8

March 20, 1974

Gulf Oil
P. O. Box 54604
Terminal Annex
Los Angeles, California 90074

Re: Fuel Allocation for Highway Project
N. Ontario Int.-Idaho State Line Sec.
Project No. I-80N-7(--)373

Gentlemen:

We are applying, as a new customer, for assignment of a base period volume allocation for the following fuels for the subject project:

Diesel - - - - - - - - - - - - - - - - - -	115,000 gals.
Motor Gasoline - - - - - - - - - - - - - -	15,000 gals.
Lubricating Oils - - - - - - - - - - - - -	4,000 gals.
Grease - - - - - - - - - - - - - - - - - -	4,000 lbs.

Enclosed are four copies of Federal Energy Office form FEO-17 for each of the products, and we request that you please complete Item 12f and 12g for each type of petroleum product and return one copy of the completed form for each product to our office, and also state the name of the distributor that will furnish the product if our application is approved. The project site is delineated in red on the enclosed small scale map of the State of Oregon.

The construction contract that the products will be used for will be awarded to the successful bidder approximately June 28, 1974 with a contract time of fifteen months duration.

Under Item 17 on form FEO-17, our monthly breakdown may vary from the contractor's needs for any month because of variations caused by weather and contract delays or acceleration. Since each contractor's method of operation varies, such as the time he moves in after award of contract, the number of shifts he runs per day, along with seasonal variations, it is difficult at this point in time to estimate the monthly allocations needed with close accuracy. The estimated total base period supply volume is sufficient to complete the project, and under the circumstances is normal and reasonable for the intended use.

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Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enc.

cc: L. W. Rulien
J. H. Versteeg
C. G. Swenson
J. L. Gaither

JG:js

8030

8

March 20, 1974

Mobil Oil Corporation
P. O. Box 2122
Los Angeles, California 90051

Attention: F. E. White, Room 903

Re: Fuel Allocation for Highway Project
N. Ontario Int.-Idaho State Line Sec.
Project No. I-80N-7(--)373

Gentlemen:

We are applying, as a new customer, for assignment of a base period volume allocation for the following fuels for the subject project:

Diesel - - - - - - - - - - - - - - - - - -	115,000 gals.
Motor Gasoline - - - - - - - - - - - - - -	15,000 gals.
Lubricating Oils - - - - - - - - - - - - -	4,000 gals.
Grease - - - - - - - - - - - - - - - - - -	4,000 lbs.

Enclosed are four copies of Federal Energy Office form FEO-17 for each of the products, and we request that you please complete Item 12f and 12g for each type of petroleum product and return one copy of the completed form for each product to our office, and also state the name of the distributor that will furnish the product if our application is approved. The project site is delineated in red on the enclosed small scale map of the State of Oregon.

The construction contract that the products will be used for will be awarded to the successful bidder approximately June 28, 1974 with a contract time of fifteen months duration.

Under Item 17 on form FEO-17, our monthly breakdown may vary from the contractor's needs for any month because of variations caused by weather and contract delays or acceleration. Since each contractor's method of operation varies, such as the time he moves in after award of contract, the number of shifts he runs per day, along with seasonal variations, it is difficult at this point in time to estimate the monthly allocations needed with close accuracy. The estimated total base period supply volume is sufficient to complete the project, and under the circumstances is normal and reasonable for the intended use.

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Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enc.

cc: L. W. Rulien
J. H. Versteeg
C. G. Swanson
J. L. Gaither

JG:js

8030

March 20, 1974

Phillips Petroleum Co.
66 Bovet Rd.
San Mateo, California 94402

Attention: Ed Matousek

Re: Fuel Allocation for Higway Project
W. Ontario Int.-Idaho State Line Sec.
Project No. I-80N-7(--)373

Gentlemen:

We are applying, as a new customer, for assignment of a base period volume allocation for the following fuels for the subject project:

Diesel	115,000 gals.
Motor Gasoline	15,000 gals.
Lubricating Oils	4,000 gals.
Grease	4,000 lbs.

Enclosed are four copies of Federal Energy Office form FEO-17 for each of the products, and we request that you please complete Item 12f and 12g for each type of petroleum product and return one copy of the completed form for each product to our office, and also state the name of the distributor that will furnish the product if our application is approved. The project site is delineated in red on the enclosed small scale map of the State of Oregon.

The construction contract that the products will be used for will be awarded to the successful bidder approximately June 28, 1974 with a contract time of fifteen months duration.

Under Item 17 on form FEO-17, our monthly breakdown may vary from the contractor's needs for any month because of variations caused by weather and contract delays or acceleration. Since each contractor's method of operation varies, such as the time he moves in after award of contract, the number of shifts he runs per day, along with seasonal variations, it is difficult at this point in time to estimate the monthly allocations needed with close accuracy. The estimated total base period supply volume is sufficient to complete the project, and under the circumstances is normal and reasonable for the intended use.

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Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enc.

cc: L. W. Rulien
J. H. Versteeg
C. G. Swanson
J. L. Gaither

JG:js

8030

March 20, 1974

Shell Oil Co.
#1 Shell Plaza
P. O. Box 2463
Houston, Texas 77001

Attention: Marketing Fuels Dept.

Re: Fuel Allocation for Highway Project
N. Ontario Int.-Idaho State Line Sec.
Project No. I-80N-7(--)373

Gentlemen:

We are applying, as a new customer, for assignment of a base period volume allocation for the following fuels for the subject project:

Diesel	115,000 gals.
Motor Gasoline	15,000 gals.
Lubricating Oils	4,000 gals.
Grease	4,000 lbs.

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The construction contract that the products will be used for will be awarded to the successful bidder approximately June 28, 1974 with a contract time of fifteen months duration.

Under Item 17 on form FEO-17, our monthly breakdown may vary from the contractor's needs for any month because of variations caused by weather and contract delays or acceleration. Since each contractor's method of operation varies, such as the time he moves in after award of contract, the number of shifts he runs per day, along with seasonal variations, it is difficult at this point in time to estimate the monthly allocations needed with close accuracy. The estimated total base period supply volume is sufficient to complete the project, and under the circumstances is normal and reasonable for the intended use.

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Our application is made in compliance with Section 211.27 and Section 211.13(c) of the regulations of the Federal Energy Office governing the allocation of petroleum products, published in the Federal Register on January 15, 1974.

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Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enc.

cc: L. W. Rulien
J. H. Versteeg
C. G. Swenson
J. L. Gaither

JG:js

8030

March 20, 1974

Signal Oil
2828 Junipero Ave.
Long Beach, California 90806

Re: Fuel Allocation for Highway Project
N. Ontario Int.-Idaho State Line Sec.
Project No. I-80N-7(--)373

Gentlemen:

We are applying, as a new customer, for assignment of a base period volume allocation for the following fuels for the subject project:

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Motor Gasoline	15,000 gals.
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Enclosed are four copies of Federal Energy Office form FEO-17 for each of the products, and we request that you please complete Item 12f and 12g for each type of petroleum product and return one copy of the completed form for each product to our office, and also state the name of the distributor that will furnish the product if our application is approved. The project site is delineated in red on the enclosed small scale map of the State of Oregon.

The construction contract that the products will be used for will be awarded to the successful bidder approximately June 28, 1974 with a contract time of fifteen months duration.

Under Item 17 on form FEO-17, our monthly breakdown may vary from the contractor's needs for any month because of variations caused by weather and contract delays or acceleration. Since each contractor's method of operation varies, such as the time he moves in after award of contract, the number of shifts he runs per day, along with seasonal variations, it is difficult at this point in time to estimate the monthly allocations needed with close accuracy. The estimated total base period supply volume is sufficient to complete the project, and under the circumstances is normal and reasonable for the intended use.

An approval will be considered a positive commitment of a provisional allocation that can be transferred to the successful bidder for his use in construction of the highway project "North Ontario Interchange-Idaho State Line Section" on Interstate Route I-80N in the vicinity of Ontario, Oregon.

Our application is made in compliance with Section 211.27 and Section 211.13(c) of the regulations of the Federal Energy Office governing the allocation of petroleum products, published in the Federal Register on January 15, 1974.

Enclosed for your reference is a copy of the "Mandatory Petroleum Allocation Program Application Processing", published by the Federal Energy Office of Region X on February 1, 1974, showing the flow of the application document (FEO-17). We have outlined in red, on the chart, the condition that fits our application.

Any correspondence concerning this application should be directed to the Project Management Section, State Highway Division, Salem, Oregon 97310. We would appreciate any comments and suggestions as to method of submission and additional information you might desire to have included on future applications of this type.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enc.

cc: L. W. Rulien
J. H. Versteeg
C. G. Swenson
J. L. Gaither

JG:js

8030

March 20, 1974

Standard Oil Co.
P. O. Box 950
Portland, Oregon 97207

Attention: Ed Sahrs

Re: Fuel Allocation for Higway Project
N. Ontario Int.-Idaho State Line Sec.
Project No. I-80N-7(--)373

Gentlemen:

We are applying, as a new customer, for assignment of a base period volume allocation for the following fuels for the subject project:

Diesel - - - - - - - - - - - - - - - - - -	115,000 gals.
Motor Gasoline - - - - - - - - - - - - - -	15,000 gals.
Lubricating Oils - - - - - - - - - - - - -	4,000 gals.
Grease - - - - - - - - - - - - - - - - - -	4,000 lbs.

Enclosed are four copies of Federal Energy Office form FEO-17 for each of the products, and we request that you please complete Item 12f and 12g for each type of petroleum product and return one copy of the completed form for each product to our office, and also state the name of the distributor that will furnish the product if our application is approved. The project site is delineated in red on the enclosed small scale map of the State of Oregon.

The construction contract that the products will be used for will be awarded to the successful bidder approximately June 28, 1974 with a contract time of fifteen months duration.

Under Item 17 on form FEO-17, our monthly breakdown may vary from the contractor's needs for any month because of variations caused by weather and contract delays or acceleration. Since each contractor's method of operation varies, such as the time he moves in after award of contract, the number of shifts he runs per day, along with seasonal variations, it is difficult at this point in time to estimate the monthly allocations needed with close accuracy. The estimated total base period supply volume is sufficient to complete the project, and under the circumstances is normal and reasonable for the intended use.

An approval will be considered a positive commitment of a provisional allocation that can be transferred to the successful bidder for his use in construction of the highway project "North Ontario Interchange-Idaho State Line Section" on Interstate Route I-80N in the vicinity of Ontario, Oregon.

Our application is made in compliance with Section 211.27 and Section 211.13(c) of the regulations of the Federal Energy Office governing the allocation of petroleum products, published in the Federal Register on January 15, 1974.

Enclosed for your reference is a copy of the "Mandatory Petroleum Allocation Program Application Processing", published by the Federal Energy Office of Region X on February 1, 1974, showing the flow of the application document (FEO-17). We have outlined in red, on the chart, the condition that fits our application.

Any correspondence concerning this application should be directed to the Project Management Section, State Highway Division, Salem, Oregon 97310. We would appreciate any comments and suggestions as to method of submission and additional information you might desire to have included on future applications of this type.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enc.

cc: L. W. Rulien
J. H. Versteeg
C. G. Swenson
J. L. Gaither

JG:js

8

8030

March 20, 1974

Texaco, Inc.
Boise District Sales Office
P. O. Box 8008
Boise, Idaho 83707

Attention: J. K. Sullivan

Re: Fuel Allocation for Highway Project
N. Ontario Int.-Idaho State Line Sec.
Project No. I-80N-7(--)373

Gentlemen:

We are applying, as a new customer, for assignment of a base period volume allocation for the following fuels for the subject project:

Diesel - - - - - - - - - - - - - - - - -	115,000 gals.
Motor Gasoline - - - - - - - - - - - - -	15,000 gals.
Lubricating Oils - - - - - - - - - - - -	4,000 gals.
Grease - - - - - - - - - - - - - - - - -	4,000 lbs.

Enclosed are four copies of Federal Energy Office form FEO-17 for each of the products, and we request that you please complete Item 12f and 12g for each type of petroleum product and return one copy of the completed form for each product to our office, and also state the name of the distributor that will furnish the product if our application is approved. The project site is delineated in red on the enclosed small scale map of the State of Oregon.

The construction contract that the products will be used for will be awarded to the successful bidder approximately June 28, 1974 with a contract time of fifteen months duration.

Under Item 17 on form FEO-17, our monthly breakdown may vary from the contractor's needs for any month because of variations caused by weather and contract delays or acceleration. Since each contractor's method of operation varies, such as the time he moves in after award of contract, the number of shifts he runs per day, along with seasonal variations, it is difficult at this point in time to estimate the monthly allocations needed with close accuracy. The estimated total base period supply volume is sufficient to complete the project, and under the circumstances is normal and reasonable for the intended use.

An approval will be considered a positive commitment of a provisional allocation that can be transferred to the successful bidder for his use in construction of the highway project "North Ontario Interchange-Idaho State Line Section" on Interstate Route I-80N in the vicinity of Ontario, Oregon.

Our application is made in compliance with Section 211.27 and Section 211.13(c) of the regulations of the Federal Energy Office governing the allocation of petroleum products, published in the Federal Register on January 15, 1974.

Enclosed for your reference is a copy of the "Mandatory Petroleum Allocation Program Application Processing", published by the Federal Energy Office of Region X on February 1, 1974, showing the flow of the application document (FEO-17). We have outlined in red, on the chart, the condition that fits our application.

Any correspondence concerning this application should be directed to the Project Management Section, State Highway Division, Salem, Oregon 97310. We would appreciate any comments and suggestions as to method of submission and additional information you might desire to have included on future applications of this type.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enc.

cc: L. W. Rulien
J. H. Versteeg
C. G. Swenson
J. L. Gaither

JG:js

8

8030

March 20, 1974

Union Oil Co.
P. O. Box 76
Seattle, Washington 98111

Attention: Bill Reed

Re: Fuel Allocation for Highway Project
N. Ontario Int.-Idaho State Line Sec.
Project No. I-80N-7(--)373

Gentlemen:

We are applying, as a new customer, for assignment of a base period volume allocation for the following fuels for the subject project:

Diesel - - - - - - - - - - - - - - - - - -	115,000 gals.
Motor Gasoline - - - - - - - - - - - - - -	15,000 gals.
Lubricating Oils - - - - - - - - - - - - -	4,000 gals.
Grease - - - - - - - - - - - - - - - - - -	4,000 lbs.

Enclosed are four copies of Federal Energy Office form FEO-17 for each of the products, and we request that you please complete Item 12f and 12g for each type of petroleum product and return one copy of the completed form for each product to our office, and also state the name of the distributor that will furnish the product if our application is approved. The project site is delineated in red on the unclosed small scale map of the State of Oregon.

The construction contract that the products will be used for will be awarded to the successful bidder approximately June 28, 1974 with a contract time of fifteen months duration.

Under Item 17 on form FEO-17, our monthly breakdown may vary from the contractor's needs for any month because of variations caused by weather and contract delays or acceleration. Since each contractor's method of operation varies, such as the time he moves in after award of contract, the number of shifts he runs per day, along with seasonal variations, it is difficult at this point in time to estimate the monthly allocations needed with close accuracy. The estimated total base period supply volume is sufficient to complete the project, and under the circumstances is normal and reasonable for the intended use.

An approval will be considered a positive commitment of a provisional allocation that can be transferred to the successful bidder for his use in construction of the highway project "North Ontario Interchange-Idaho State Line Section" on Interstate Route I-80N in the vicinity of Ontario, Oregon.

Our application is made in compliance with Section 211.27 and Section 211.13(c) of the regulations of the Federal Energy Office governing the allocation of petroleum products, published in the Federal Register on January 15, 1974.

Enclosed for your reference is a copy of the "Mandatory Petroleum Allocation Program Application Processing", published by the Federal Energy Office of Region X on February 1, 1974, showing the flow of the application document (FEO-17). We have outlined in red, on the chart, the condition that fits our application.

Any correspondence concerning this application should be directed to the Project Management Section, State Highway Division, Salem, Oregon 97310. We would appreciate any comments and suggestions as to method of submission and additional information you might desire to have included on future applications of this type.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enc.

cc: L. W. Rulien
J. H. Versteeg
C. G. Swenson
J. L. Gaither

JG:js

8030

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 12, 1974

TO
Glen L. Green
Division Engineer
Federal Highway Administration

FROM
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT
N. Ontario Intchge.-Idaho State Line Sec.
Old Oregon Trail Highway
Malheur County, Oregon

Location and Description of Project

This negative declaration covers a proposed safety and overlay project on I-80N in eastern Oregon. The project section begins at the N. Ontario Interchange and continues for 3.47 miles, terminating at the Snake River (Idaho State Line). (See attached map.) Two interchanges are included in the project: the N. Ontario and the Idaho Avenue.

To improve safety, the project involves improvements in median and shoulder slopes, signing, illumination, guardrails, and the addition of traffic attenuators. Also, three inches of asphaltic concrete overlay and one inch of open graded plant-mix seal will be placed.

In addition to the above work, the interchange at Idaho Avenue will be modified. One ramp will be revised, the grade of a second ramp will be raised, and a new ramp will be constructed (see attached interchange map). For the proposed ramp 1.04 acres of new right-of-way will be required. Signing on the interchange will also be upgraded.

Aggregate and embankment required for this project will total approximately 66,000 cubic yards. These materials will be obtained from the Oregon State Highway Division site identified on the attached map.

Total cost of this project is estimated to be $1,500,000.

Purpose of Project Interstate 80N is the major entry point into Oregon on the eastern side of the state. This project is designed to improve the safety of the N. Ontario-Idaho State Line Section of the highway, particularly at the Idaho Avenue Interchange, and to bring the quality of the road up to current standards.

Presently, all trucks without permits entering Oregon from the east on I-80N must get their permits from the Public Utilities Commission office on Idaho Avenue. To reach the P.U.C. office, the trucks must exit the freeway using the Idaho Avenue Interchange, the first interchange that they encounter coming into Oregon. After exiting, traffic must stop on the north side of Idaho Avenue, then cross over into the P.U.C. entrance road on the other side. Idaho Avenue at this point handles an average of 12,000 vehicles per day. Roughly 60 to 70 trucks per day must make this crossing, and they must wait an average of two minutes before there is an adequate gap in Idaho Avenue traffic.

Stopping sight distance in a 40 miles per hour zone (e.g., Idaho Avenue) is 315 feet, under optimum conditions. It requires nine seconds, as a minimum, for a truck to cross Idaho Avenue and enter the P.U.C. connection. A vehicle on Idaho Avenue, traveling the legal speed limit, travels 530 feet in those nine seconds. The distance from the exit ramp to the top of the vertical of the overcrossing is 620 feet. The net result of these factors is that drivers traveling eastbound on Idaho Avenue must react quickly and surely at their first sight of a truck crossing the road in front of them. There is little margin for error. Excessive vehicle speed, fog, icy road conditions, et cetera -- all can erase the narrow margin of safety. This situation will be eliminated by constructing the proposed off-ramp.

There are two more traffic problems associated with this particular off-ramp. The District Engineer at Ontario advises that the westbound off-ramp has been closed for periods up to one hour, five to ten times each winter, due to jack-knifed trucks that were unable to negotiate the grade and curve during icy conditions. The other problem is that the connection of this off-ramp with Idaho Avenue is contiguous to the connection of the westbound on-ramp for eastbound Idaho Avenue traffic (see interchange map). It is easy for the motorist to mistake his on-ramp for a frontage road and think that the off-ramp is the entrance to the interstate. This confusion creates the definite possibility of wrong-way movements onto I-80N. The first problem will be mitigated and the second problem will be solved by the construction of the proposed ramp and the elimination of the deceptive part of the existing off-ramp.

One other concern about the Idaho Avenue Interchange pertains to the eastbound on-ramp for westbound Idaho Avenue traffic (at the west side of the interchange); there is insufficient sight distance for motorists entering this ramp. The ramp will be raised to alleviate this problem.

Existing Environmental Setting

This project lies in an old floodplain of the Snake River. The land is flat to gently sloping, and the soils are alluvial. There are no known unique or unusual species of wildlife or vegetation in this area.

Land use is primarily agricultural, but residential use is present and is increasing. The city limits of Ontario have recently been expanded to include the Idaho Avenue Interchange and the lands adjacent to the freeway east of town. This expansion will speed residential and commercial development. Several motels and gas stations now operate at the Idaho Avenue Interchange, although the S.E. quadrant is still vacant (the S.E. quadrant is the location proposed for the new off-ramp).

Discussion of Environmental Impacts

Construction of this project should not adversely affect the environment. Existing drainage patterns will not be disturbed. The 1.04 acres of new right-of-way required for the proposed off-ramp is vacant commercially zoned land. Other vegetation or wildlife should not be disturbed. Traffic volumes should not increase as a result of this project, therefore air and noise quality -- currently within state and federal standards -- should not be affected. Noise and dust during construction will be temporary adverse effects. The 66,000 cubic yards of aggregate and embankment material required for this project will come from the state-owned source noted on the map.

The only significant effect of the project should be the improved safety of this section, most noticeably with the addition of the new off-ramp at the Idaho Avenue Interchange.

Basis for Negative Declaration

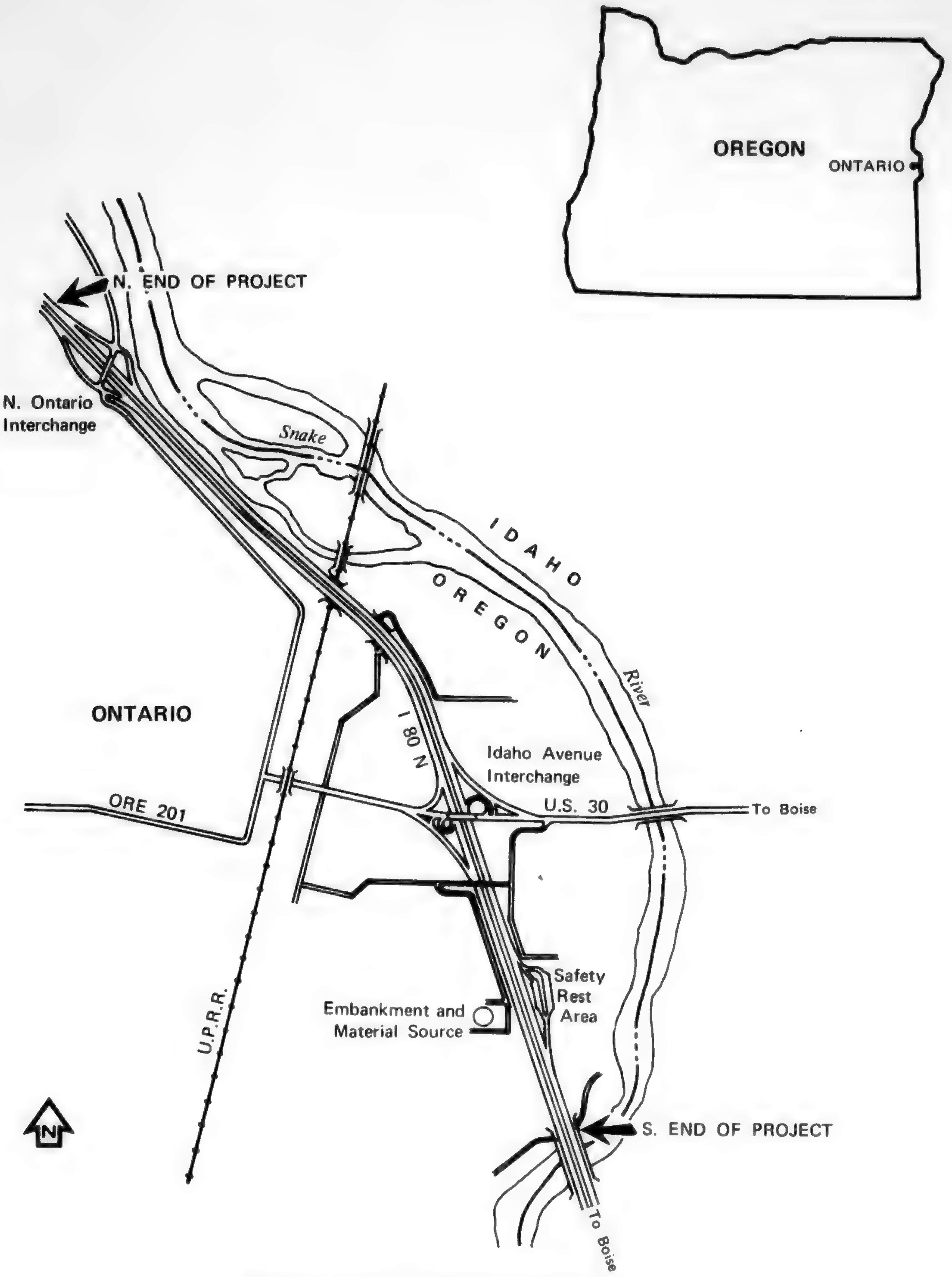
The proposed construction on I-80N, from the Idaho State Line through the N. Ontario Interchange, is considered necessary to ensure travel safety. Modifications of the Idaho Avenue Interchange will alleviate hazardous conditions. State A-95 review was completed on March 5, 1974, with all comments favorable and full endorsement of the project. It is the conclusion of the Oregon State Highway Division that the project as outlined above would not constitute a major action, as defined in PPM 90-1, Appendix F, nor does it have the potential to adversely affect the quality of the physical, economic, or social environment.

Your concurrence is respectfully requested.

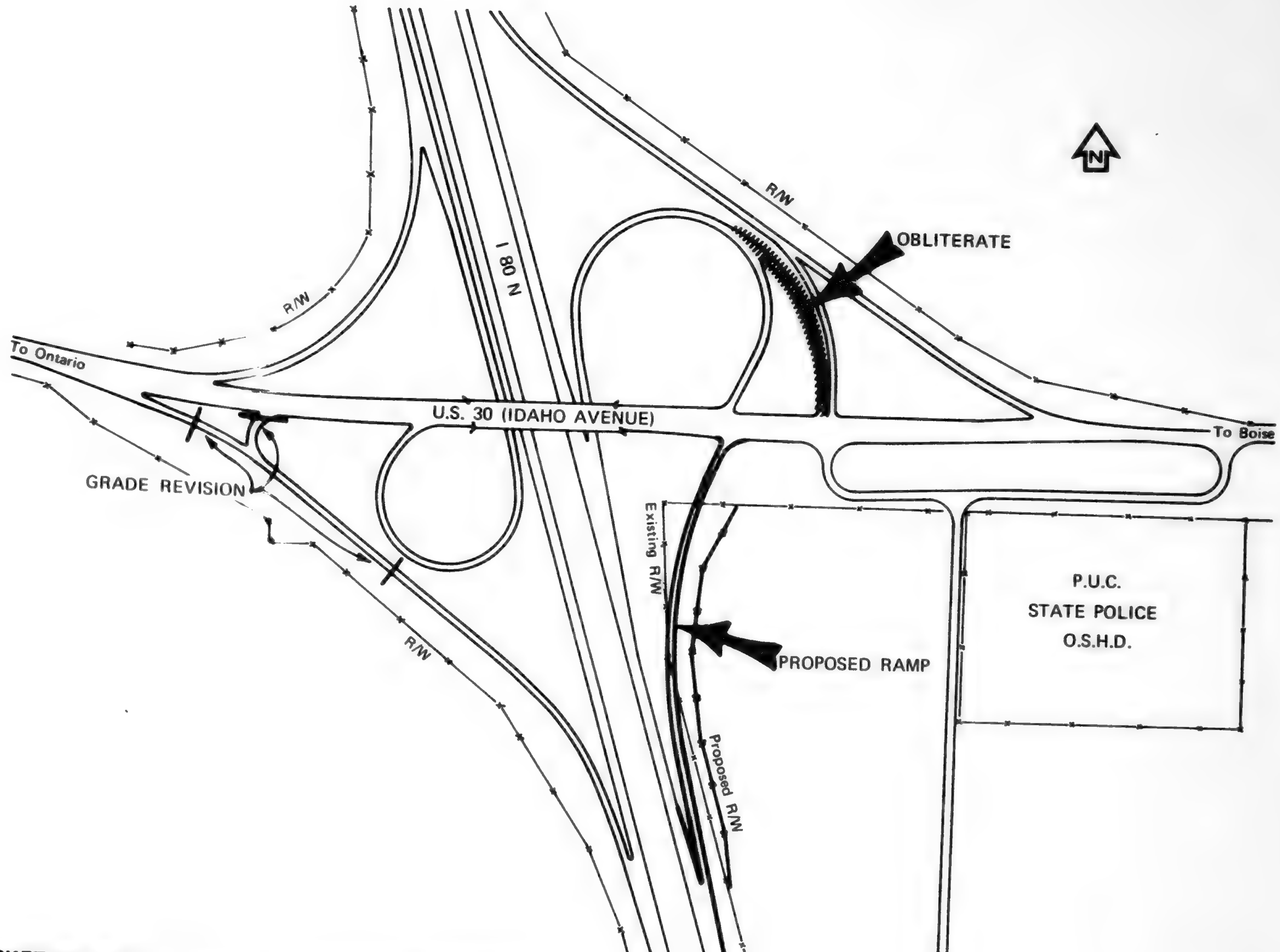
Endorsement to Oregon State Highway Division

Concur ____________________ Date MAR 26 1974
Division Engineer

DF:sz
Attach.
cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. H. Young
W. E. Schwartz


OREGON
ONTARIO
N. END OF PROJECT
N. Ontario Interchange
Snake
IDAHO
OREGON
River
ONTARIO
I 80 N
Idaho Avenue Interchange
ORE 201
U.S. 30
To Boise
Safety Rest Area
Embankment and Material Source
U.P.R.R.
N
S. END OF PROJECT
To Boise

SKETCH MAP OF PROJECT AREA


R/W
OBLITERATE
R/W
To Ontario
U.S. 30 (IDAHO AVENUE)
I 80 N
To Boise
GRADE REVISION
Existing R/W
PROPOSED RAMP
P.U.C.
STATE POLICE
O.S.H.D.
R/W
Proposed R/W

SKETCH MAP OF IDAHO AVENUE INTERCHANGE

8030

Yellow

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 7, 1974

TO

Executive Department
Federal Aid Coordination Unit

Southeast Oregon Council of Govts.
Dan Weeks, Interim Coordinator
Vale City Hall
Vale 97918

FROM

L. H. Young
Project Management Engineer

SUBJECT

Notice of Intent for Interstate Funds
State Admin. Dist. No. 14
North Ontario Intchge.-Idaho State Line
Old Oregon Trail
Malheur

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intents for the subject project.

In order that the dates of contract letting may be met, your prompt attention to this proposal will be appreciated. The estimated date of filing for federal-aid funds on this project is April 1, 1974.

Attachment

BLG:dgk

cc G. L. Green, FHWA
E. S. Hunter
R. L. Schroeder
Victor D. Wolfe
J. B. Boyd
R. E. Royer
J. H. Versteeg
Gary Potter
H. S. Cox
B. L. Gifford
R. N. Chase
W. E. Schwartz
C. K. Ansell

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | 9] CARD TYPE: | Page One

02 | 12] APPLICANT [45: State Highway Division | 46] DIVISION [79: Department of Transportation

03 | 12] APPLICANT ADDRESS STREET [45: State Highway Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 | 12] CONTACT PERSON [45: L. H. Young | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 | 12] PROJECT TITLE [71: North Ontario Intchge.-Idaho State Line District 14

11 | 12] PROJECT LOCATION CITY [45: Old Oregon Trail Highway | 46] PROJECT LOCATION COUNTY [79: Malheur

12] SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY) [71

05 | 12] This project section begins at the N. Ontario Intchge. and continues for 3.47 miles, [71

06 | 12] terminating at the Snake River (Idaho State Line)(see attached map). Two [71

07 | 12] interchanges are included in the project: the N. Ontario, and the Idaho Avenue. [71

08 | 12] The safety aspect of the project involves improvements in median and shoulder slopes, [71

09 | 12] signing, illumination, guardrails, and the addition of traffic attenuators. The overlay aspect of the project involves the laying of three inches of asphaltic [71

10 | 12] concrete overlay and one inch of open graded plant-mix seal. In addition to the above work, the interchange at Idaho Avenue will be modified.

	FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	1,385,000		115,000			1,500,000

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 | 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 | 12] FEDERAL AGENCY NAME [45: Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: Federal Highway Administration

17

(A) TYPE OF APPLICANT: (Check (×) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?
STATE Yes ☒ 29 No ☐ 30 | REGIONAL Yes ☐ 31 No ☐ 32 | LOCAL Yes ☐ 33 No ☐ 34
(See IV, Page 2)

(D) REVIEW REQUIRED by A-95: Yes ☒ 35 No ☐ 36

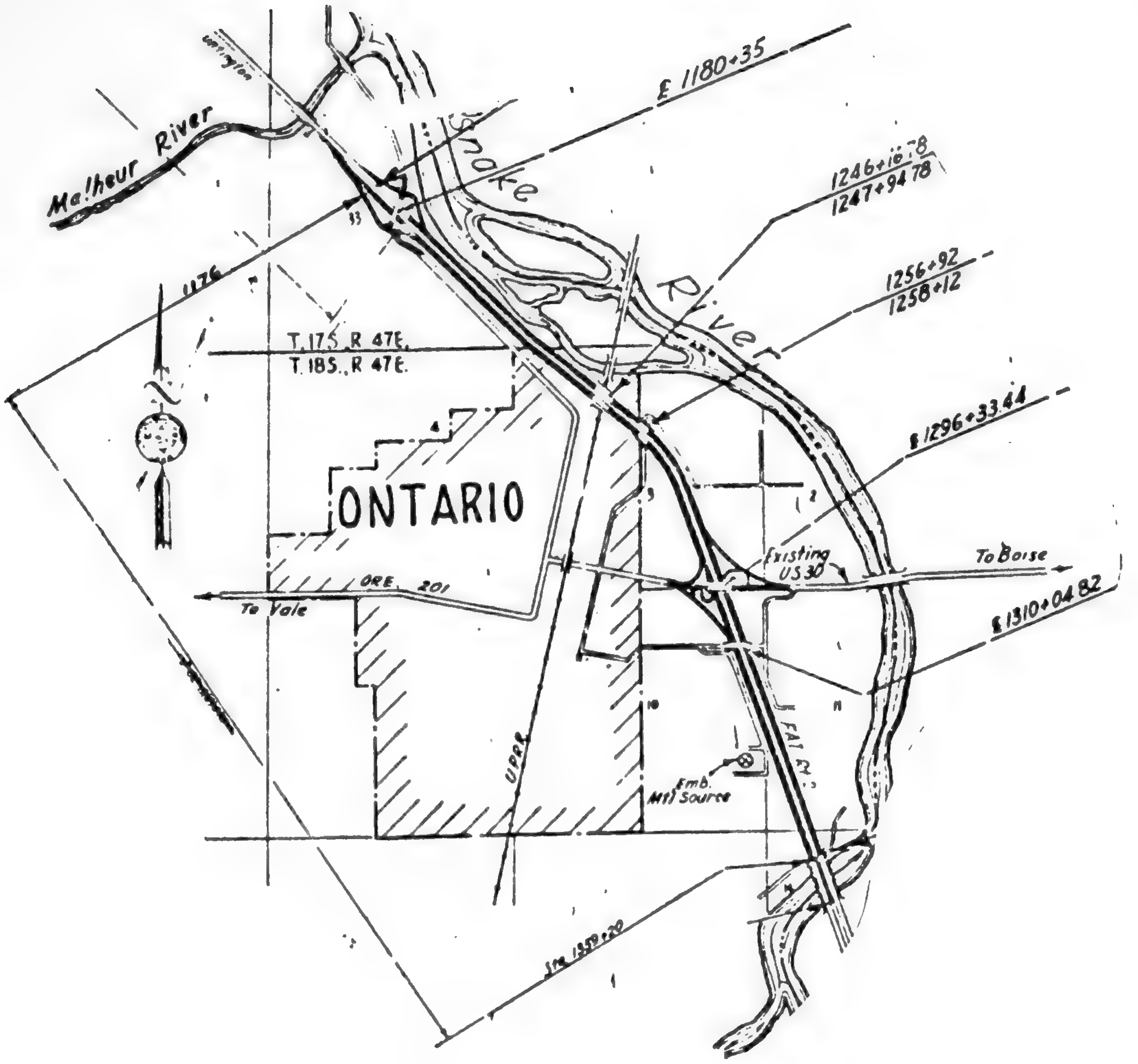
(E) ENVIRONMENTAL IMPACT: Yes ☐ 37 No ☒ 38

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: April | 43] DAY [44: 1 | 45] YEAR [46: 1974

NORTH ONTARIO INTCHGE-IDAHO STATE LINE SECTION

OLD OREGON TRAIL HIGHWAY
MALHEUR COUNTY


Malheur River
Snake River
℄ 1180+35
1246+10.78
1247+94.78
1256+92
1258+12
1176
T. 17 S., R. 47 E.
T. 18 S., R. 47 E.
ONTARIO
℄ 1296+33.44
Existing US 30
To Boise
ORE. 201
To Vale
℄ 1310+04.82
UPRR
FAI Rt.
Emb. Mtl Source
Sta 1359+20

8030

Form FHWA 121 (Rev. 5-73)

8

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 21, 1973

In reply refer to: 10-35-A5

SUBJECT: Oregon Project I-80N-8(-)
North Ontario Interchange-Snake River Section
Old Oregon Trail Highway

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Wolfe's November 16, 1973 letter we approve placing a one inch open graded plant mix seal on the subject section of highway. This is in addition to the three inch asphaltic concrete overlay previously approved.

G. L. Green

NOTED
E. S. HUNTER

cc Veatey
Swenson
11-27-73

RECEIVED
STATE HWY ENGR
NOV 23 73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11-27-73
Copy to Wolfe

RECEIVED
NOV 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 19, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Subject: Open Graded Plant Mix Seal

A one-inch open graded plant mix seal is requested for the following sections of I-80N, under the provisions of FHWA Notice HNG-23 dated May 28, 1973. This request is in addition to the asphaltic concrete overlay depths approved in your letter of June 19.

	Approved Overlay Depth
Heppner Interchange	2.0"
Irrigon Jct-Umatilla Co. Line	2.0"
Morrow Co. Line-Stanfield Jct.	2.0"
S. Baker Intchge-Encina (EB Lane)	4.0"
Encina-Pleasant Valley	4.0"
Pleasant Valley-Hill Creek	4.0"
Hill Creek-Oxman	4.0"
Oxman-Bubbs Ranch	2.0"
N. Ontario Intchge-Snake River	3.0"

Very truly yours,

RECEIVED
SEP 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Victor D. Wolfe
Location Engineer

CJG:af mc
bc E. S. Hunter
F. W. Yarbrough

Form ... 121 (Rev. 7-72)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 19, 1973

In reply refer to: 10-35-DA/734.42

SUBJECT: Oregon Projects I-80N-4(-), I-80N-5(-)
I-80N-7(-), I-80N-8(-)
Asphaltic Concrete Overlays

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

The following list of asphaltic concrete overlay depths for certain sections of I-80N are being approved for the 1974 Interstate Estimate by separate letter in response to the submission with Mr. Schroeder's May 4, 1973 letter. For these sections the indicated depths of overlay are also hereby approved for design purposes.

Heppner Interchange Section	2"
Irrigon Jct.-Umatilla Co. Line	2"
Morrow Co. Line-Stanfield Jct.	2"
S. Baker Interchange-Encina (EB lane)	4"
Encina-Pleasant Valley	4"
Pleasant Valley-Hill Creek	4"
Hill Creek-Oxman	4"
Oxman-Bubbs Ranch	2"
N. Ontario Interchange-Snake River	3"

for G. L. Green
Walach

NOTED
R. D. ASBURY

NOTED
R. L. SCHROEDER

RECEIVED
JUN 20 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUN 19 '73
REFER TO
Baldwin
FOR
Info | Dir | Sign | Act. | File

NOTED
R N CHASE

6-25-73

NOTED
H. YOUNG

RECEIVED
JUN 20 1973
OFFICE ENGINEERING SECTION

CON 16-T

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

copy

DATE: May 21, 1973

In reply refer to: 10-35-DB/734.42

SUBJECT: 1974 Interstate Cost Estimate Construction Prices

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

The unit prices to be used in the compilation of the 1974 Interstate Cost Estimate have been reviewed. We concur in the established prices as set forth in your May 4, 1973 letter subject to the revisions discussed with Mr. Layton. These revisions are shown on the attached sheets and will be incorporated in the final submission.

G. L. Green

Enclosure

EIVED
HWY ENGR
MAY 23 '73
REFER TO
[illegible]
FOR
Info | File ✓

Orig - 5-24-73

NOTED
A. E. JOHNSON

1974 INTERSTATE ESTIMATE
PROPOSED UNIT PRICES

Code No.	ITEM	Unit	Unit Price
0101	GENERAL EXCAVATION, COMMON, RURAL	CU. YDS.	$ 0.55
0102	GENERAL EXCAVATION, INTERMEDIATE, RURAL	CU. YDS.	0.75
0103	GENERAL EXCAVATION, SOLID, RURAL	CU. YDS.	1.25
0104	GENERAL EXCAVATION, COMMON, URBAN	CU. YDS.	0.65
0105	GENERAL EXCAVATION, INTERMEDIATE, URBAN	CU. YDS.	1.00
0106	GENERAL EXCAVATION, SOLID, URBAN	CU. YDS.	3.00
0109	OBLITERATION OF ROADWAY	SQ. YDS.	0.75
0192	TRENCH EXCAVATION UNCLASSIFIED	CU. YDS.	5.95
0199	DITCH EXCAVATION UNCLASSIFIED	CU. YDS.	2.05
0200	DRAINAGE EXCAVATION UNCLASSIFIED	CU. YDS.	2.05
0206	SPECIAL BORROW EXCAVATION UNCLASSIFIED	CU. YDS.	0.97
0208	TRUCK HAUL (CITY STREETS)	YD. MI.	0.25
0214	EMBANKMENT IN PLACE	CU. YDS.	1.54
0215	GRANULAR EMBANKMENT MATERIAL	CU. YDS.	2.97
0216	EMBANKMENT FOUNDATION EXC. UNCLASSIFIED	CU. YDS.	1.75
0221	OVERHAUL	C-YD. STA.	0.35
0222	FINISHING ROADBED AND SLOPES	MILES	2,550.000

1974 INTERSTATE ESTIMATE
PROPOSED UNIT PRICES (Con't.)

Code No.	ITEM	Unit	Unit Price
0240	SELECT. GRANULAR BACKFILL IN PLACE	CU. YDS.	$ 5.00
0312	42-INCH EXTRA STRENGTH CONCRETE PIPE	LIN. FT.	30.50
0328	8-INCH SEWER PIPE	LIN. FT.	3.82
0329	10-INCH SEWER PIPE	LIN. FT.	4.30
0330	12-INCH SEWER PIPE	LIN. FT.	5.94
0331	15-INCH SEWER PIPE	LIN. FT.	6.66
0332	18-INCH SEWER PIPE	LIN. FT.	7.78
0333	21-INCH SEWER PIPE	LIN. FT.	10.50
0334	24-INCH SEWER PIPE	LIN. FT.	12.00
0337	36-INCH SEWER PIPE	LIN. FT.	20.22
0338	30-INCH REINFORCED SEWER PIPE	LIN. FT.	18.75
0339	48-INCH REINFORCED SEWER PIPE	LIN. FT.	36.50
0341	27-INCH REINFORCED SEWER PIPE	LIN. FT.	15.00
0350	54-INCH REINFORCED SEWER PIPE	LIN. FT.	45.75
0367	12-INCH CULVERT PIPE	LIN. FT.	5.04
0368	15-INCH CULVERT PIPE	LIN. FT.	6.35
0369	18-INCH CULVERT PIPE	LIN. FT.	6.74
0370	24-INCH CULVERT PIPE	LIN. FT.	8.00
0371	30-INCH CULVERT PIPE	LIN. FT.	11.28
0372	36-INCH CULVERT PIPE	LIN. FT.	13.61
0373	42-INCH CULVERT PIPE	LIN. FT.	14.87

1974 INTERSTATE ESTIMATE
PROPOSED UNIT PRICES (Con't.)

Code No.	ITEM	Unit	Unit Price
0374	48-INCH CULVERT PIPE	LIN. FT.	$ 25.66
0376	60-INCH CULVERT PIPE	LIN. FT.	33.61
0379	12-INCH HELICAL CORR. METAL SEWER PIPE	LIN. FT.	6.50
0389	60-INCH REINFORCED CONC. SEWER PIPE	LIN. FT.	56.00
0415	60-INCH CORRUGATED STEEL PIPE	LIN. FT.	42.00
0417	72-INCH CORRUGATED METAL PIPE	LIN. FT.	50.00
0431	6-INCH PERFORATED DRAIN PIPE	LIN. FT.	2.75
0433	8-INCH METAL DRAIN PIPE	LIN. FT.	3.30
0434	8-INCH PERF. METAL DRAIN PIPE UNCOATED	LIN. FT.	3.30
0436	12-INCH PERF. METAL DRAIN PIPE UNCOATED	LIN. FT.	4.40
0560	12-INCH CULVERT PAVED END SLOPES	EACH	115.00
0561	15-INCH CULVERT PAVED END SLOPES	EACH	145.00
0563	18-INCH CULVERT PAVED END SLOPES	EACH	160.00
0567	24-INCH CULVERT PAVED END SLOPES	EACH	175.00
0568	30-INCH CULVERT PAVED END SLOPES	EACH	200.00
0569	36-INCH CULVERT PAVED END SLOPES	EACH	220.00
0580	48-INCH CULVERT PAVED END SLOPES	EACH	295.00

1974 INTERSTATE ESTIMATE
PROPOSED UNIT PRICES (Con't.)

Code No.	ITEM	Unit	Unit Price
0602	SPECIAL BACKFILL IN DRAINS	CU. YDS.	$ 11.40
0606	EXTRA FOR PIPE UNDER PAVEMENT	LIN. FT.	15.00
0702	REMOVAL OF CURBS	LIN. FT.	1.60
0711	CONCRETE MEDIAN BARRIER AND SHOULDER BARRIER	CU. YDS.	110.00
0714	REMOVAL OF PAVEMENT	SQ. YDS.	1.50
0722	ADJUSTMENT OF MANHOLES	EACH	125.00
0723	RECONSTRUCTION OF MANHOLES	EACH	345.94
0732	CLASS A CONC. IN BOX CULVERT	CU. YDS.	125.00
0734	METAL REINFORCEMENT BOX CULVERT	LBS.	0.18
0738	CLASS A CONCRETE IN WALLS	CU. YDS.	110.00
0740	METAL REINFORCEMENT WALLS	LBS.	0.18
0742	CONCRETE CURBS	CU. YDS.	60.00
0750	CONCRETE INLETS TYPE D	EACH	200.00
0752	CONCRETE INLETS TYPE B	EACH	160.00
0751	CONCRETE INLETS TYPES M-E, G, GB or GB-2	EACH	255.60
0753	CONCRETE INLETS TYPE G-2, G-2M, G-2MA	EACH	308.71
0756	CONCRETE WALKS AND SURFACING	SQ. YDS.	6.50
0757	CONCRETE INLETS TYPE G-1, AND TYPE P	EACH	177.00
0759	CONCRETE INLETS TYPE CG-1	EACH	215.05

1974 INTERSTATE ESTIMATE
PROPOSED UNIT PRICES (Con't.)

Code No.	ITEM	Unit	Unit Price
0762	CONCRETE WALKS	SQ. YDS.	$ 6.50
0773	CONCRETE MANHOLE	EACH	574.00
0774	CONC. M.H. WITH GRATE & PAVED APRON	EACH	978.00
0775	CONCRETE MANHOLES OVER 12 FEET DEEP	EACH	800.00
0776	CONCRETE MANHOLES OVER 15 FEET DEEP	EACH	1,200.00
0779	STEP MANHOLES	EACH	2,750.00
0801	PLANT MIX STONE BASE	TONS	2.95
0811	MATERIAL IN SUBBASE	CU. YDS.	3.65
0820	3/4-INCH-O MATERIAL IN BASE	TONS	2.95
0828	SPRINKLING	M-GAL.	3.00
0830	8-INCH STANDARD REINF. CONC. PAVEMENT	SQ. YDS.	6.75
0922	RS-1 ASPHALT	TONS	90.00
0938	LIME TREATED SUBGRADE	SQ. YDS.	0.45
0939	LIME IN TREATED SUBGRADE	TONS	38.00
0962	ASPHALT CONCRETE MIXTURE	TONS	6.40
0964	ASPHALT IN MIXTURE	TONS	36.50
0976	EXTRA FOR PAVING APPROACHES	EACH	70.00
0977	ASPHALT CONCRETE CURBS	LIN. FT.	1.50
0982	PLANT MIX BITUMINOUS BASE	TONS	6.40
0983	ASPHALT OR EMULSION IN BITUMINOUS BASE	TONS	36.50
0987	EXTRA FOR ASPHALT CONCRETE LINED DITCH	SQ. YDS.	4.50

1974 INTERSTATE ESTIMATE
PROPOSED UNIT PRICES (Con't.)

Code No.	ITEM	Unit	Unit Price
0988	CEMENT TREATED BASE	TONS	$ 3.75
0989	PORTLAND CEMENT	TONS	34.00
0991	EXTRA FOR AC CONC. WALKS	SQ. YDS.	2.00
1002	GUARD RAIL TYPE 1	LIN. FT.	2.75
1003	GUARD RAIL TYPE 1A	LIN. FT.	3.75
1020	METAL MEDIAN BARRIER	LIN. FT.	6.95
1024	SALVAGE GUARD RAIL	LIN. FT.	1.00
1025	INSTALL SALVAGED GUARD RAIL	LIN. FT.	1.00
1029	SALVAGE AND STOCKPILE GUARD RAIL	LIN. FT.	1.50
1031	TYPE 2 BARRICADE	LIN. FT.	3.00
1038	SALVAGE AND STOCKPILE TYPE 2 BARRICADE	LIN. FT.	1.50
1058	GUARD RAIL TYPE 2	LIN. FT.	3.35
1059	TYPE 2A GUARD RAIL	LIN. FT.	4.95
1065	RAIL END PIECES	EACH	40.00
1070	EXTRA FOR PAINTING RAILS	LIN. FT.	0.15
1071	GUARD RAIL ANCHOR BLOCK	EACH	250.00
1072	GUARD RAIL BRIDGE CONNECTION	EACH	235.70
1081	SALVAGE MEDIAN BARRIER	LIN. FT.	2.50
1092	INSTALL SALVAGED MEDIAN BARRIER	LIN. FT.	3.00

1974 INTERSTATE ESTIMATE
PROPOSED UNIT PRICES (Con't.)

Code No.	ITEM	Unit	Unit Price
1102	TYPE 1 FENCE	RODS	$ 9.50
1104	TYPE 2 FENCE	RODS	11.00
1105	6-FOOT CHAIN LINK FENCE	LIN. FT.	2.75
1108	TYPE 3 FENCE	RODS	31.35
1116	4-FT. x 6-FT. WALK GATES	EACH	95.00
1121	SALVAGE AND REINSTALL TYPE 3 FENCE	RODS	15.00
1126	SALVAGE AND REINSTALL TYPE 2 FENCE	RODS	6.00
1140	12-FT. x 6-FT. CHAIN LINK GATE	EACH	175.00
1141	REMOVE FENCE	RODS	5.00
1202	FURNISHING AND PLACING TOPSOIL	CU. YDS.	4.00
1203	EXTRA FOR TOPSOIL	CU. YDS.	1.00
1204	HAULING AND PLACING TOPSOIL	CU. YDS.	[illegible] .75
1302	LOOSE RIPRAP	CU. YDS.	[illegible] 7.00
6192	TRENCH EXCAVATION OVER 12 FT.	CU. YDS.	10.[illegible] .00
6198	HYDRAULIC DREDGE AND DRAIN	CU. YDS.	0.90
6339	39-INCH REINF. CONCRETE SEWER PIPE	LIN. FT.	28.00

4/24/73

CON 16-1

May 4, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

1974 Interstate Estimate

It is our understanding that the thickness of overlays approved for the 1972 Interstate Estimate may be used for the 1974 Interstate Estimate without additional justification. We now find that certain portions of the Interstate will require a greater thickness of overlay than previously approved.

A listing of the overlays proposed for the 1974 Interstate Estimate is attached along with the justifications necessary for the increase in depth over that approved for 1972.

We are requesting your approval of these overlays for the Interstate Estimate.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

Attachments
bc F. B. Klaboe
A. E. Johnson
R. E. Royer

JAR:WHT:ap: ajw

Form 249x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 1 OF 5 SHEETS

Overlays -- 1974 Interstate Cost Estimate

R.L.G.
4-3-73

Estimate Section	Overlay Beginning M.P.	Overlay Ending M.P.	Overlay Beginning Sta.	Overlay Ending Sta.	Overlay Length less Equations of Stas.	Requested Overlay Depth	Existing Surfacing		FHWA Approved Depth, 1972		
							FHWA Project No.	OSHD Contract No.	Interstate Cost Estimate		
A1.1.0	0.00	5.69	814+36	513+33	5.69 Mi. 30,045'	2"	I-5-1(56)00	6501	2"		
A1.2.0	5.69	7.77	513+33	403+50	2.08 Mi. 10,985'	2"	I-5-1(55)00	6454	2"		
A1.3.0	7.77	9.36	403+50	319+47 Bk= 314+70 Ah	1.59 Mi. 8,403'	4"	I-5-1(49)9	6241	None		
A1.3.0	9.36	10.10	319+47 Bk= 314+70 Ah	275+95	0.73 Mi. 3,875'	1½"	I-5-1(78)10	7676	New Work, Neil Cr. Slide, 1½" Final Stage AC		
A1.3.0	10.10	11.45	275+95	204+73 Bk= 1716+30 Ah	2.94 Mi. 15,519'	4"	I-5-1(49)9	6241	None		
A13.1.0	Northbound 66.87	67.23	744+00	724+00	0.36 Mi. 1,907'	2"	I-5-2(35)68	6470	2"		
A13.1.0	67.23	71.32	724+00	445+00	4.10 Mi. 21,624'	2"	I-5-2(35)68	6470	2"		
A13.2.0	71.32	72.67	445+00	375+00	1.29 Mi. 6,815'	3"	I-5-2(48)72	6643	2"		
A13.2.0	72.67	75.69	375+00	215+50	3.02 Mi. 15,952'	4"	I-5-2(37)72	6490	2"		
A14.0.0	75.69	78.30	215+50	582+00	2.60 Mi. 13,745'	4"	I-5-2(42)76	6519	2"		
A15.0.0	78.30	81.45	582+00	417+00	3.15 Mi. 16,649'	4"	I-5-2(42)76	6519	2"		
A16.0.0	Northbound 81.45	87.36	417+00	104+50	5.91 Mi. 31,203'	3"	I-5-2(47)82	6578	None		
A17.0.0	87.36	90.98	104+50	441+00	3.62 Mi. 19,126'	4"	I-5-2(44)88	6548	2" Sta. 59+00 - [illegible] M.P. 88.35 - M.P. [illegible]. Part Sta. [illegible] - Sta. 59+00 M.P. 87.36 - M.P. [illegible] Should be [illegible]		
A17.0.0	90.98	94.65	441+00	245+00	3.66 Mi. 19,351'	2"	I-5-2(41)91	6518	2"		
A17.0.0	94.65	97.94	245+00	70+56	3.30 Mi. 17,414'	3"	I-5-2(46)96	6571	2"		
A18.0.0	97.94	98.94	70+56	492+75	1.00 Mi. 5,285'	3"	I-5-2(46)96	6571	None, Should be [illegible] same project as [illegible]		
A18.0.0	98.94	99.13	492+75	482+75	0.19 Mi. 1,000'	4"	I-5-2(5)100	4825	None, Should be [illegible] same as project below		
A19.0.0	99.13	100.74	482+75	398+00	1.61 Mi. 8,475'	4"	I-5-2(5)100	4825	2"		
A19.0.0	100.74	102.10	398+00	326+00	1.26 Mi. 6,635'	4"	I-5-2(7)102	4813	2"		
A19.0.0	102.10	108.39	326+00	3387+00	6.17 Mi. 32,599'	5"	I-5-2(15)103	5119	2"		
A20.0.0	108.39	112.50	3387+00	3169+66	4.12 Mi. 21,739'	2"	I-5-2(32)109	6451	2"		
A21.2.0	112.67	115.60	3160+62	3006+31	2.93 Mi. 15,460'	2"	I-5-2(32)109	6451	2"		
A21.3.0	115.60	117.50	3006+31	2905+00	1.91 Mi. 10,081'	6"	I-5-2(29)116	6367	6"		

Form 86fx

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 2 OF 5 SHEETS

A21.4.0	117.50	119.36	2905+00	2806+55	1.86 Mi. 9,826'	6"	S.Bd. 117.50 - 119.17 I-5-2(17)119	5173	5"		
							N.Bd. 117.50 - 119.17 N.&S.Bd. 119.17 - 119.36 I-5-2(25)111	4548	5"		
A21.4.0	119.36	119.94	2806+55	2776+00	0.58 Mi. 3,055'	6"	I-5-3(30)121	4212	5"		
A22.1.0	119.94	122.34	2776+00	2648+88	2.22 Mi. 11,747'	5"	I-5-3(54)121	6312	5"		
A23.1.0	125.17	125.24	2498+61	2495+50	0.06 Mi. 311'	5" N.Bd. 2½" S.Bd.	I-5-3(51)125	6275	4½"	S.&N.Bd.	
A24.0.0	125.24	126.81	2495+50	2412+37	1.57 Mi. 8,313'	5" N.Bd. 2½" S.Bd.	I-5-3(51)125	6275	None		
A24.1.0	126.81	128.77	2412+37	2309+02	1.96 Mi. 10,340'	5" N.Bd. 2½" S.Bd.	I-5-3(51)125	6275	None		
A26.1.0	129.07	129.23	2292+80	2284+50	0.16 Mi. 830'	5" N.Bd. 2½" S.Bd.	I-5-3(51)125	6275	None		
A26.1.0	129.23	136.20	2284+50	1913+00	6.97 Mi. 36,821'	6"	I-5-3(56)130	6358	None		
A26.2.0	136.20	136.93	1913+00	1775+00	0.72 Mi. 3,800'	6"	I-5-3(56)130	6358	3"	N. Bd. Only	
A26.2.0	136.93	139.97	1775+00	1614+00 Bk = 1612+20 Ah	2.95 Mi. 15,566'	4½"	I-5-3(7)131	5318	3"		
A26.3.0	139.97	140.71	1614+00 Bk = 1612+20 Ah	1573+00	0.74 Mi. 3,916'	7"	I-5-3(16)145	5812	3"		
A27.0.0	140.71	144.65	1573+00	1370+00	3.61 Mi. 19,079'	AC Pave. Only 7"	I-5-3(16)145	5812	3"	AC P[illegible] Only	
		PCC N.Bd. Sta. 1477+43 Bk = 1478+29 Ah – Sta. 1386+45 Bk = 1387+07 Ah, M.P. 142.58 – M.P. 144.32 PCC N.& S.Bd. Sta. 1386+45 Bk = 1387+07 Ah – Sta. 1370+00, M.P. 144.32 – M.P. 144.65									
A27.1.0	144.65	147.16	1370+00	1237+00 Bk = 1099+51 Ah	2.40 Mi. 12,647'	AC Pave. Only 7"	I-5-3(16)145	5812	3"	AC P[illegible] Only	
		PCC N.Bd.& S.Bd. Sta. 1370+00 – Sta. 1363+53, M.P. 144.65 – M.P. 144.77 PCC S.Bd. Sta. 1363+53 – Sta. 1246+60, M.P. 144.77 – M.P. 146.98									
A27.2.0	147.16	148.42	1237+00 Bk = 1099+51 Ah	1033+00	1.26 Mi. 6,628'	5"	I-5-3(39)148	6122	5"		
A28.0.0	148.42	149.98	1033+00	951+45	1.56 Mi. 8,233'	5"	I-5-3(39)148	6122	5"		
A28.0.0	149.98	154.88	951+45	693+00	6.80 Mi. 35,896'	5"	I-5-3(46)151	6248	5"		
A29.0.0	154.88	162.12	693+00	311+11	7.23 Mi. 38,168'	3"	I-5-3(49)155	6247	None		
A30.2.0	162.99	164.41	265+00	190+00	1.42 Mi. 7,500'	4½"	I-5-3(5)163	5333	3"		
A31.1.0	168.09	168.23	1056+80	1066+50	0.13 Mi. 685'	5½" N.Bd. 5" S.Bd.	I-5-3(13)169	4498	2"	N.& S. Bd.	
A31.1.0	168.23	171.62	1066+50	887+20	3.40 Mi. 17,930'	5½" N.Bd. 5" S.Bd.	I-5-3(40)169	6163	2"	N.& S. Bd.	
A31.1.1	171.62	174.73	887+20	722+70	3.12 Mi. 16,450'	5½" N.Bd. 5" S.Bd.	I-5-3(40)169	6163	2"	N.& S. [illegible]	
A31.3.0	168.14	168.59	83+72	60+00	0.39 Mi. 2,084'	S.Bd. Only 2"	I-5-3(60)175	6836	2"	S. [illegible]	
A31.3.0	168.59	189.20	60+00	370+79	0.60 Mi. 3,193'	3"	I-5-3(87)190	7602	New work, [illegible] S[illegible]		

Form E4fx

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 3 OF 5 SHEETS

A32.1.0	169.20	169.87	370+79	335+00	0.67 Mi. 3,561'	5"	I-5-3(9)190	5945	5"		
A32.2.0	169.87	192.30	335+00	207+50	2.42 Mi. 12,795'	5"	I-5-3(9)190	5945	5"		
A32.2.0	192.30	192.52	207+50	596+60	0.22 Mi. 1,151'	5"	I-5-4(33)193	5565	5"		
A34.2.0	197.46	203.55	335+40	13+56 Bk 267+61 Ah	6.10 Mi. 32,184'	5"	I-5-4(29)198	5573	None -- PCC [illegible]		
B1.1.0	216.18	227.68	2008+00	1401+00	11.50 Mi. 60,700'	7"	I-5-4(26)216	5388	7"		
B2.2.0	244.46	246.83	515+00	390+00	2.37 Mi. 12,521'	6"	I-5-4(5)245	4828	3"	S. Bd. Only	
B3.0.0	246.83	248.71	390+62	282+00	1.88 Mi. 9,925'	6"	I-5-4(6)248	6024	4"	S. Bd. Only	
B4.0.0	Northbound 248.71	248.79	282+00 Bk = 567+83 Ah	564+00	0.07 Mi. 383'	6"	I-5-4(6)248	6024	None		
B4.0.0	Southbound 248.71	248.77	282+00	279+00	0.06 Mi. 300'	6"	I-5-4(6)248	6024	4"		
B4.0.0	Northbound 248.79	249.87 N. Bd. = 249.93 S. Bd.	564+00	506+75	1.08 Mi. 5,725'	7"	I-5-5(1)250	3914	4"		
B4.0.0	Southbound 248.77	248.91	279+00	271+61	0.14 Mi. 739'	7"	I-5-4(1)248	4312	4"		
B4.0.0	Southbound 248.91	249.82	271+61	512+39	0.91 Mi. 4,809'	7"	I-5-5(1)250	3914	4"		
B4.0.0	Northbound 249.87 N. Bd. 249.93 S. Bd.	258.25	506+75	1890+39	8.32 Mi. 43,936'	7"	I-5-5(1)250	3914	4"		
B4.0.0	Northbound 258.25	258.34	1890+39	1885+59	0.09 Mi. 480'	7"	FI-324(8)	4075	4"		
B4.0.0	Southbound 249.82	258.34	512+39	1885+59	8.52 Mi. 44,980'	7"	I-5-5(7)250	5115	4"		
B5.0.0	258.34	258.95	1885+59	1853+00	0.62 Mi. 3,259'	7"	FI-324(8)	4075	4"		
211.0.0	305.97	307.47	168+00	89+00 Bk = 112+60 Ah	6,662'	2" Curbed Sections 4" Non-Curbed Sections	I-5-6(52)307	6393	None		
		Curbs Sta. 168+00 - Sta. 158+50, M.P. 305.97 - M.P. 306.15 & Sta. 104+50 - Sta. 89+00 Bk = 112+60 Ah, M.P. 307.17 - M.P. 307.47 Non-Curbed Sta. 146+12 - Sta. 104+50, M.P. 306.39 - M.P. 307.17									
D3.1.0	16.59	17.60	455+56	509+70	1.02 Mi. 5,414'	6"	I-80N-2(7)15	5334	2"		
D3.3.0	31.13	31.77	1224+00	1257+56 Bk = 1257+20 Ah	0.64 Mi. [illegible]'	6"	I-80N-2(7)15	5334	2"		
D3.3.0	31.77	35.54	1257+56 Bk = 1257+49 Ah	1472+00	3.95 Mi. 20,553'	4"	I-80N-2(13)26	5574	3"		
D4.0.0	35.54	40.83	1472+00	1737+00	4.76 Mi. 25,118'	5"	I-80N-2(27)33	5950	5" 2"	M.P. 35.54-M.P. 40.18 M.P. 40.18-M.P. 40.83	
D5.0.1	40.83	41.05	1737+00	1745+65	0.22 Mi. 1,165'	2"	I-80N-2(34)35	6976	2"		
D5.0.2	41.05	41.34	1748+65	1763+50	0.11 Mi. 577'	E. Bd. Only 2"	I-80N-2(34)35	6976	2"		
D6.1.1	Eastbound 41.34	41.59	1763+50	1777+05	0.16 Mi. 837'	2"	I-80N-2(34)35	6976	2"		
D6.1.1	Westbound 41.34	41.59	1763+50	1777+05	0.02 Mi. 88'	2"	I-80N-2(34)35	6976	2"		

Form E4fx

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 4 OF 5 SHEETS

D6.1.2	Eastbound 41.59	42.14	1777+05	1806+00	0.55 Mi.: 2,895'	2"	T-80N-2(31)35	6976	2"		
D6.1.2	Westbound 41.59	42.14	1777+05	1806+00	0.37 Mi.: 1,972'	2"	T-80N-2(31)35	6976	2"		
D6.1.2	42.14	42.27	1806+00	1812+75 Bk = 1515+51 Ah	0.13 Mi.: 675'	2"	T-80N-2(31)35	6976	2"		
D8.0.0	45.64	48.93	209+50	383+00	3.29 Mi.: 17,373'	2"	T-80N-2(35)43	6858	2"		
D8.0.0	49.19	51.88	397+00	541+00	2.68 Mi.: 14,159'	2"	T-80N-2(35)35	6858	2"		
D9.0.0	51.88	52.94	541+00	597+00	1.06 Mi.: 5,600'	2"	T-80N-2(35)35	6858	2"		
D10.0.0	52.94	56.40	597+00	795+68	3.46 Mi.: 18,266'	2"	T-80N-2(35)35	6858	2"		
E1.0.1	56.40	59.03	795+68	936+00	2.63 Mi.: 13,888'	2"	T-80N-2(35)35	6858	2"		
E1.0.2	59.03	64.68	936+00	1235+00	5.31 Mi.: 28,047'	5"	T-80N-2(29)56 T-80N-3(32)61	6211	5"		
E2.1.0	64.68	70.98	1235+00	1568+50	6.30 Mi.: 33,258'	2"	T-80N-3(17)61	5569	2"		
E2.1.0	70.98	73.97	1568+50	1756+00	2.93 Mi.: 15,474'	2" +leveling	T-80N-3(4)65	5157	2"		
E2.1.0	73.97	76.45	1756+00	1886+00	2.47 Mi.: 13,066'	2" +leveling	T-80N-3(5)71	5200	2"		
E2.1.0	76.45	81.89	1886+00	2174+78	5.45 Mi.: 28,749'	3½"	T-80N-3(1)74	5461	3"		
E2.2.0	81.89	82.05	2174+78	2183+00	0.16 Mi.: 822'	3½"	T-80N-3(1)74	5461	3"		
E2.2.0	82.05	83.39	2183+00	2254+00	1.34 Mi.: 7,100'	3"	T-80N-3(2)79	4842	3"		
E6.2.0	88.01	89.25	2499+62	2565+00	1.17 Mi.: 6,157'	4½"	T-80N-3(19)84	5787	3"		
E6.3.0	89.25	89.74	2565+00	2591+00	0.49 Mi.: 2,600'	2"	T-80N-3(41)86	6514	2"		
E6.3.0	Eastbound 89.74	90.16	2591+00	1327+50	0.42 Mi.: 2,232'	2"	T-80N-3(41)86	6514	2"		
E6.3.0	Eastbound 90.16	95.30	1327+50	1599+00	5.14 Mi.: 27,148'	2"	Corps of Engr's. Project	5353	2"		
E6.3.0	Eastbound 95.30	95.81	1599+00	32+63	0.51 Mi.: 2,680'	2"	T-80N-3(41)86	6514	2"		
E6.3.0	Westbound 89.74	95.91 W.Bd. 95.81 E.Bd.	2591+00	32+63	6.00 Mi.: 31,687'	2"	T-80N-3(41)86	6514	2"		
E6.3.0	95.81	96.71	32+63	80+00	0.82 Mi.: 4,339'	2"	T-80N-3(47)95	6738	2"		
E6.3.0	96.71	108.94	80+00	80+00	12.02 Mi.: 63,450'	2"	T-80N-3(47)95	6738	2"		
E7.1.0	108.94	110.97	80+00	187+37	1.95 Mi.: 10,294'	2"	T-80N-3(47)95	6738	2"		
E2.1.0	138.91	138.97	1662+50 Bk = 73+03 Ah	76+00	0.06 Mi.: 297'	3½"	T-80N-4(12)137	6299	None		
E2.2.0	138.97	140.97	76+00	181+85	2.00 Mi.: 10,585'	3½"	T-80N-4(12)137	6299	None		

Form E49x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 5 OF 5 SHEETS

E3.0.0	140.97	146.71	181+85	464+70	5.74 Mi: 30,285'	1" Plant Mix Seal	T-80N-4(14)135	6349	None	
E3.0.0	Westbound 146.71	147.08	464+70	504+00	0.37 Mi: 1,930'	1" Plant Mix Seal	T-80N-4(14)135	6349	None	
E3.0.0	Eastbound 146.71	147.08	464+70	504+00	0.37 Mi: 1,920'	4½"	T-80N-5(8)145	6292	None	
E4.1.1	147.08	147.91	504+00	548+00	0.83 Mi: 4,400'	4½"	T-80N-5(8)145	6292	None	
E4.1.1	Westbound 147.91	148.08	548+00	557+00	0.17 Mi: 900'	4½"	T-80N-5(8)145	6292	None	
E4.2.0	149.65	158.37	641+48	1102+00	8.72 Mi: 46,027'	2"	T-80N-5(11)147	6372	None	
E4.3.0	158.37	166.23	1102+00	1517+00	7.86 Mi: 41,500'	3"	T-80N-5(10)157	6388	None	
E5.0.0	166.23	167.41	1517+00	240+92	1.18 Mi: 6,242'	3"	T-80N-5(10)157	6388	2"	M.P. 166.43 - M.P. 167.41
E5.0.0	167.41	168.46	240+92	296+00	1.04 Mi: 5,508'	2"	T-80N-5(5)166	5955	2"	
E5.0.0	168.46	177.36	296+00	765+79	8.90 Mi: 46,980'	2"	T-80N-5(15)157	6743	2"	
E6.0.0	177.36	183.07	765+79	1067+40	5.71 Mi: 30,161'	2"	T-80N-5(21)176	6795	2"	
E7.0.0	183.07	188.04	1067+40	1330+00	4.97 Mi: 26,260'	2"	T-80N-5(21)176	6795	2"	
E13.0.0	226.76	229.67	1002+00	1132+40	2.91 Mi: 15,341'	4½"	T-80N-6(6)224	5064	3"	
E14.0.0	229.67	237.79	1132+40	832+00	8.12 Mi: 42,873'	4"	T-80N-6(19)227	5764	4"	
E17.0.0	253.48	256.49	658+00	817+00	2.93 Mi: 15,400'	4"	T-80N-6(17)247	5489	4"	
E17.0.0	256.49	259.19	817+00	954+20	2.42 Mi: 12,778'	3"	T-80N-6(9)254	5141	3"	
E24.2.0	Eastbound 307.97	313.25	166+72	465+57	5.28 Mi: 27,855'	4½"	T-80N-7(9)356	5868	4"	[illegible]
E25.0.0	313.25	318.17	465+57	725+00	4.73 Mi: 24,969'	4½"	T-80N-7(9)356	5868	4"	
E26.0.0	318.17	320.76	725+00	862+00	2.59 Mi: 13,700'	7"	T-80N-7(8)316	5769	3"	Sta. 725+00 - Sta. 814+00 M.P. 318.17 - M.P. 319.85
									4"	Sta. 814+00 - Sta. 862+00 M.P. 319.85 - M.P. 320.76
E27.0.0	320.76	323.18	862+00	989+61	2.34 Mi: 12,377'	6"	T-80N-7(12)316	6168	4"	
E28.0.0	323.18	329.22	989+61	1312+00	5.95 Mi: 31,623'	2"	T-80N-7(15)320	6729	2"	
E31.0.0	353.41	355.70	75+75	196+56 Bk = 165+10 Ah	2.29 Mi: 12,051'	4"	T-80N-8(5)351	5072	4"	
E33.0.0	Eastbound 374.45	374.64	1176+00	1156+00	0.19 Mi: 1,000'	6"	T-80N-8(8)372	5471	5"	
E33.0.0	374.64	377.92	1186+00	1359+20	3.27 Mi: 17,277'	6"	T-80N-8(8)372	5471	3"	

Form E48x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 5 OF 5 SHEETS

E3.0.0	140.97	146.71	181+85	484+70	5.74 Mi. 30,285'	1" Plant Mix Seal	I-80N-4(14)135	6349	None		
E3.0.0	Westbound 146.71	147.08	484+70	504+00	0.37 Mi. 1,930'	1" Plant Mix Seal	I-80N-4(14)135	6349	None		
E3.0.0	Eastbound 146.71	147.08	484+70	504+00	0.37 Mi. 1,920'	4½"	I-80N-5(8)145	6292	None		
E4.1.1	147.08	147.91	504+00	548+00	0.83 Mi. 4,400'	4½"	I-80N-5(8)145	6292	None		
E4.1.1	Westbound 147.91	148.08	548+00	557+00	0.17 Mi. 900'	4½"	I-80N-5(8)145	6292	None		
E4.2.0	149.65	158.37	641+48	1102+00	8.72 Mi. 46,027'	2"	I-80N-5(11)147	6372	None		
E4.3.0	158.37	166.23	1102+00	1517+00	7.86 Mi. 41,500'	3"	I-80N-5(10)157	6388	None		
E5.0.0	166.23	167.41	1517+00	240+92	1.18 Mi. 6,244'	3"	I-80N-5(10)157	6388	2"	M.P. 166.23 - M.P. 167.41	
E5.0.0	167.41	168.46	240+92	296+00	1.04 Mi. 5,508'	2"	I-80N-5(5)166	5955	2"		
E5.0.0	168.46	177.36	296+00	765+79	8.90 Mi. 46,980'	2"	I-80N-5(15)167	6743	2"		
E6.0.0	177.36	183.07	765+79	1067+40	5.71 Mi. 30,161'	2"	I-80N-5(21)176	6795	2"		
E7.0.0	183.07	188.04	1067+40	1330+00	4.97 Mi. 26,260'	2"	I-80N-5(21)176	6795	2"		
E13.0.0	226.76	229.67	1002+00	1132+40	2.91 Mi. 15,381'	4½"	I-80N-6(6)224	5064	3"		
E14.0.0	229.67	237.79	1132+40	830+00	8.12 Mi. 42,873'	4"	I-80N-6(9)227	5764	4"		
E17.0.0	253.48	256.49	658+00	817+00	2.93 Mi. 15,400'	4"	I-80N-6(17)247	5489	4"		
E17.0.0	256.49	259.19	817+00	954+20	2.42 Mi. 12,778'	3"	I-80N-6(9)254	5141	3"		
E24.2.0	Eastbound 307.97	313.25	166+72	465+57	5.28 Mi. 27,885'	4½"	I-80N-7(9)356	5868	4"	[illegible]	
E25.0.0	313.25	318.17	465+57	725+00	4.73 Mi. 24,969'	4½"	I-80N-7(9)356	5868	4"		
E26.0.0	318.17	320.76	725+00	862+00	2.59 Mi. 13,700'	7"	I-80N-7(8)316	5769	3" 4"	Sta. 725+00 - Sta. 814+10 M.P. 318.17 - M.P. 319.85 Sta. 814+10 - Sta. 862+00 M.P. 319.85 - M.P. 320.76	
E27.0.0	320.76	323.18	862+00	989+61	2.34 Mi. 12,377'	6"	I-80N-7(12)318	6168	4"		
E28.0.0	323.18	329.22	989+61	1312+00	5.95 Mi. 31,423'	2"	I-80N-7(15)320	6729	3"		
E31.0.0	353.41	355.70	75+75	196+56 Bk.= 185+10 Ah.	2.29 Mi. 12,081'	4"	I-80N-8(5)351	5072	4"		
E33.0.0	Eastbound 374.45	374.64	1176+00	1186+00	0.19 Mi. 1,000'	6"	I-80N-8(8)372	5471	5"		
E33.0.0	374.64	377.92	1186+00	1359+20	3.27 Mi. 17,277'	6"	I-80N-8(8)372	5471	3"		

1 8030

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August ~~9~~ 10, 1973

TO E. S. Hunter, Assistant State Highway Engineer

Frank E. Terpin

FROM F. E. Terpin, Final Design Engineer

SUBJECT Spot Safety (Booby-Trap) Protection
Irrigon Junction-Idaho State Line Section
Old Oregon Trail Highway
Five Counties

copy

It has been requested by the FHWA Area Engineer, R. A. Nichols, that the Highway Division consider deleting the portion of the work on the subject project that is within the limits of the North Ontario Interchange-Idaho State Line Section (Pave. Sign & Safety).

It has been further requested that the North Ontario Interchange-Idaho State Line Section, which is currently scheduled on the quarterly schedule in 3Q'79 be advanced and contracted at an early date so that the westbound exit ramp, which was recently approved, could be built. It is estimated that the plans could be ready within six months. Assistant Right of Way Engineer, John R. Oakes, has indicated the right of way acquisition could be complete by then, as only one unimproved parcel is involved.

The work proposed in the subject spot safety (booby-trap) project would be included in the complete safety job. This would cause a delay of approximately six months in the commencement of work to protect or remove the roadside hazards.

Will you please indicate whether we are to proceed to contract with the subject project as planned with bid opening scheduled for September 27, 1973 or shall we delete the work as suggested, contract the shorter project in September and work up the plans for the North Ontario Interchange-Idaho State Line Section for letting at an early date?

FET:jg
cc: Lyle Watson

8-10-73
OK to shorten job as requested.
ESH
cc Versteeg
Hart
Young.

8-10-73
original - Versteeg

RECEIVED
AUG 10 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8030

9

July 26, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Idaho Avenue Interchange
Ontario-Idaho State Line
Old Oregon Trail Highway

This is in reply to your June 28, 1973, letter approving the additional northbound off ramp to the subject interchange. Your suggestion that we look into the State Policeman's statement regarding constructing merging lanes at the two loop off ramps has been studied.

To develop merges, it would be necessary to construct two new lanes on the existing structure. Accident records have been obtained and copies are enclosed.

From these records we cannot see any justification for the expenditure of funds for the structure widening and merging lanes. The loops as exist are a common design used widely with no apparent hazard.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

DNS:jh jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg

OREGON STATE HIGHWAY DEPARTMENT
FORM E-220 (REV. 3-68)

SUBJECT: Collision Diagram	FROM: Carl Vistica Accident Analysis Supervisor
DATE: July 11, 1973	TO: Dwayne K. Hofstetter Traffic Investigations Engineer

Could you please have Collision Diagrams prepared for the two intersections circled in red, shown on the attached plan of the I-80N - Idaho Avenue Interchange in Ontario.

Urban Design has asked that these diagrams be prepared covering a three-year period (1-1-70 to date). They did not ask for any priority so go ahead and throw it in with your normal work schedule.

Thank you.

Try for week after next - about 7-24

1 Versteeg
2 A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 20 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

NOTED
C.J. VISTICA

Rec'd late pm 7-11-73

(SIGNATURE)

PLEASE REPLY HERE

(DATE)
(SIGNATURE)

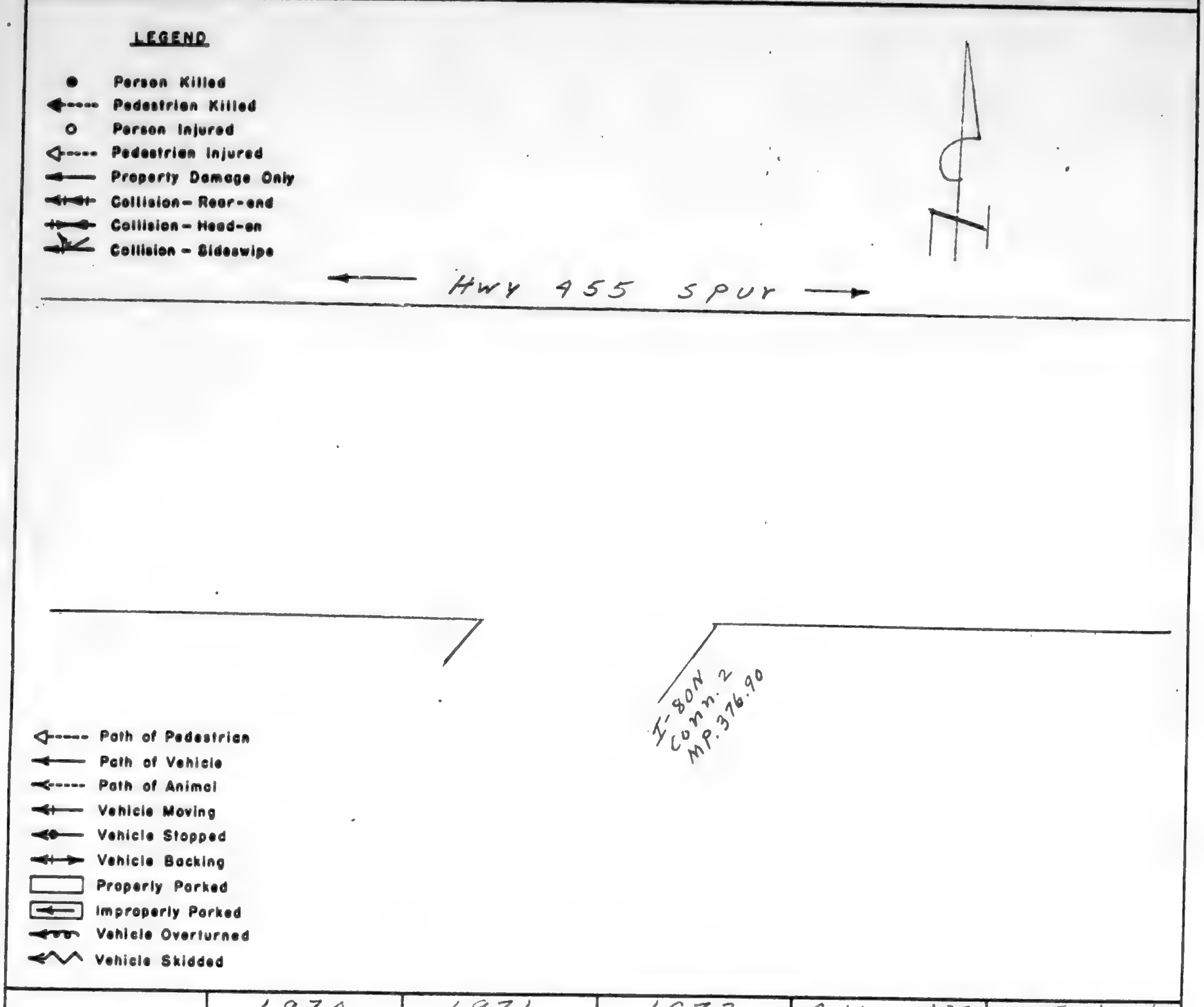
1. SENDER DETACH SHEET NO. 2 AND HOLD UNTIL REPLY IS RECEIVED, FORWARD SHEETS 1 AND 3 INTACT WITH CARBONS.
2. ADDRESSEE REPLY, DETACH CARBONS AND RETURN SHEET 3 TO SENDER, RETAIN SHEET 1.

3

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Ontario County Malheur
Intersection of Idaho Ave and I-80N conn 2
Highway Number 455 Spur M.P. Y 27.68
Period Covered 1-1-70 9-30-73
Compiled by Drawn by Date 7-16-73


LEGEND
● Person Killed
←---- Pedestrian Killed
○ Person Injured
◁---- Pedestrian Injured
← Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
← Hwy 455 Spur →
I-80N Conn. 2 MP. 376.90
◁---- Path of Pedestrian
← Path of Vehicle
←---- Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded

Collision Type	1970				1971				1972				9 Mos. 1973				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0				0				0				0				0

Form E-261-6-70

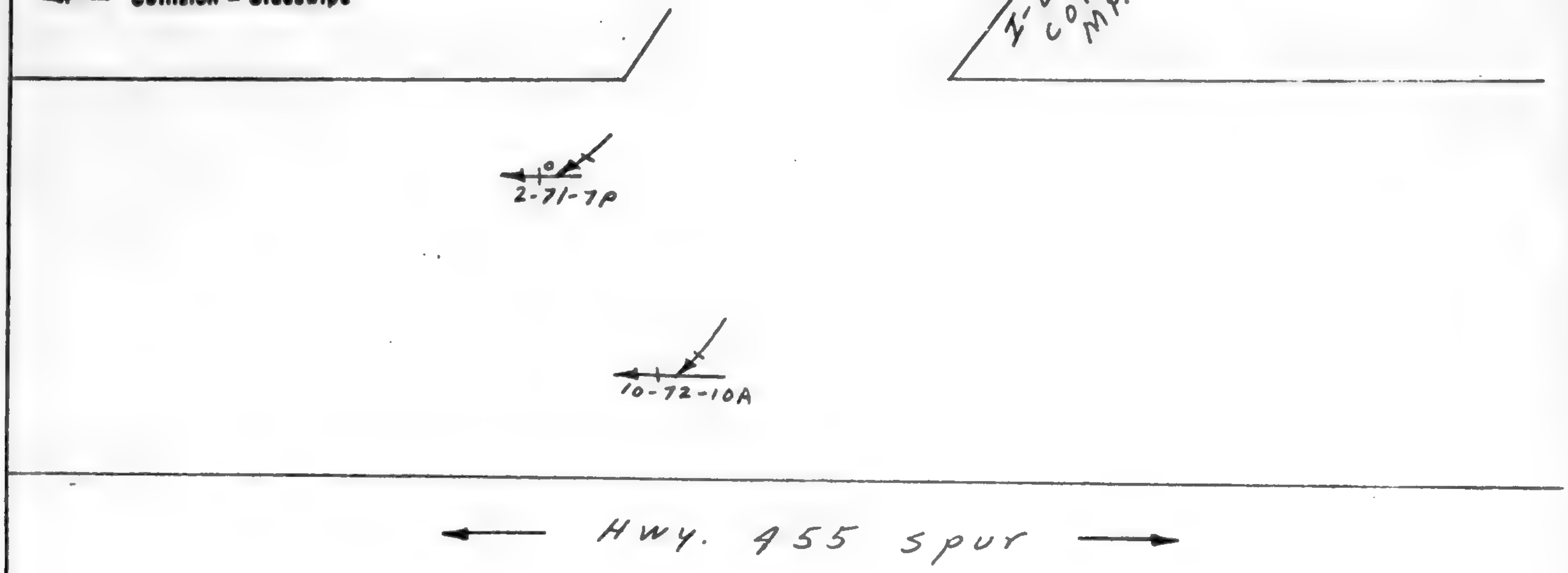
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Ontario County Malheur
Intersection of Idaho Ave. and I-80N conn. 3
Highway Number 455 Spur M.P. 27.81
Period Covered 1-1-70 4-30-73
Compiled by JG Drawn by ______ Date 7-16-73

LEGEND

- ● Person Killed
- ←----- Pedestrian Killed
- ○ Person Injured
- ◁----- Pedestrian Injured
- ← Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



- ◁----- Path of Pedestrian
- ← Path of Vehicle
- ←----- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	1970				1971				1972				4 Mos. 1973				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement						1		1			1	1						1	1	2
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0		1		1			1	1				0		1	1	2

Form E-261-6-70

8030

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 28, 1973

In reply refer to: 10-35-DA

SUBJECT: Oregon I-80N-8(-)
Idaho Avenue Interchange Revision
Ontario-Idaho State Line Section
Old Oregon Trail Highway

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

The proposed revision of the Idaho Avenue Interchange ramps as requested in Mr. Hunter's June 18, 1973 letter is approved as a safety project.

We suggest in view of the State Police statements that construction of merging lanes at the connections of the two loop offramps with Idaho Avenue be investigated. We cannot, however, participate in the costs of widening the structure.

G L Green
G. L. Green

RECEIVED
STATE HWY ENG
JUL 3 '73
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign

7-10-73

cc Young
Versteeg.

Can we build a case for widening the bridge?

EdH.

RECEIVED
JUL 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

June 18, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Idaho Avenue Interchange
Ontario-Idaho State Line
Old Oregon Trail Highway
Malheur County

On July 5, 1972, a letter was sent to you requesting approval of several revisions to the Idaho Avenue Interchange with Safety Funds. You, in turn, requested some additional information before such approval could be considered. Attached are three copies each of two reports from State Patrolmen and an analysis and plan of the situation by our Region Construction Engineer.

These data are self-explanatory and need not be enlarged upon. No additional data is available to justify our asking for these revisions so on this basis your approval is requested for construction with Safety Funds.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachments

DNS:jh jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
W. E. Schwartz

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 5, 1973

SUBJECT:

Idaho Avenue Interchange
Ontario-Idaho Line Section
Old Oregon Trail Highway
Malheur County

To:

E. S. Hunter
Assistant State Highway Engineer

SALEM

This office, the State Police, the PUC and District Engineer's offices at Ontario continue to observe the inadequacy and receive citizen's complaints on the Idaho Avenue Interchange in Ontario.

In 1962 a request was submitted to the Federal Highway Administration for an additional westbound off-ramp in the S. E. quadrant. This was turned down and a revised connection to the PUC office was constructed. This connection provided a very minor improvement to the interchange.

In 1971 a left turn lane was striped on the west side of the freeway to aid westbound traffic on Idaho Avenue wishing to head south toward Boise. This improvement reduced the rear-end collisions at this point but did nothing to remove a visibility problem that exists on the short radius leg which connects Idaho Avenue with the main southbound on-ramp.

In 1972 you wrote to the Federal Highway Administration and submitted a preliminary plan that would correct these problems. Due to the low accident rate, they advised that additional data would be required to justify the proposed revisions. This report is to provide as much documentation and concrete evidence as we could gather to point out the problems that exist.

Recent discussions this office has had with the Area Engineer for the FHWA would indicate that they would be receptive to including this work with the upcoming safety work already scheduled for this Interchange. The upcoming work is part of the roadside obstacle project and involves a substantial amount of work at Idaho Avenue. The work includes revision of several luminaire poles, impact attenuators, concrete barrier around bridge columns, sign bridge and 3,000 c.y. of embankment for median and shoulder barriers.

RECEIVED
JUN 7 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

If you concur that a separate contract should be considered for all the proposed work, would you notify the appropriate design sections that are working on the roadside obstacle contract to delete that portion of work at Idaho Avenue from the project until we can obtain a decision from the Federal Highway Administration.

Wendell E. Schwartz
Regional Engineer

By Dale D Allen

Dale D. Allen
Regional Construction Engineer

DDA:sh
Attachments

Plse prepare draft 1/2

RECEIVED
JUN 1
ROAD DESIGN SECTION

IDAHO AVENUE INTERCHANGE
Ontario - Idaho Line Section
Old Oregon Trail Highway
Malheur County

GENERAL INFORMATION

For the purpose of this report, refer to the attached preliminary layout sheet for the above interchange. The various ramps have been lettered for identification and photos on the plan show various views on the east side of the interchange.

PROPOSED WORK

(a) Construct ramp (G), obliterate ramps (E) and (H)

(b) Raise grade on ramp (A)

(c) Upgrade signing

DOCUMENTATION OF PROBLEM

(a) The State Police report (attached) advises that they have observed two major problems with the design of the (E) ramp. First, all truck traffic must stop and slowly cross four moving lanes and one left-turn lane of traffic which creates delays and unnecessary hazards to both trucks and Idaho Avenue traffic. The combined four lanes of traffic handle 12,000 vehicles within a 24-hour weekday period. Second, State Police report grade and superelevation of ramp (E) becomes hazardous in winter, causing traffic congestion and delays. The Ontario State Police travel over the interchange daily and it is their belief that the addition of the westbound off-ramp would resolve both problems.

(b) On the west side of the interchange at ramp (A) the State Police advised this writer verbally that the local traffic courts are not issuing "failure to stop" citations because of the poor design and lack of sight distance.

(c) Elimination of ramp (E) and construction of ramp (G) would eliminate five possible conflicts of traffic at this point.

(d) Stopping sight distance in a 40 MPH zone (Idaho Avenue) is 315 feet. It requires nine seconds minimum for a truck to cross Idaho Avenue and enter the PUC connection. A vehicle on Idaho Avenue travels 530 feet in these nine seconds, in addition to which they require 315 feet stopping sight distance (at 40 MPH) after they observe a truck crossing Idaho Avenue. The distance from the ramp (E) to the top of the vertical in the structure is 620 feet. The effect of this is that trucks pull out into the lanes of traffic and must either stop or stop Idaho Avenue traffic to clear the intersection.

(e) A gap analysis indicates that a truck must wait an average of two minutes for a sufficient gap to cross Idaho Avenue. This is a long wait in terms of traffic and as traffic increases on Idaho Avenue, a definite need for a signal will be warranted.

(f) With required span lengths, guardrail, etc., a multi-phase signal would cost $45,000 to $50,000 for this location.

(g) One completed 120 unit motel in the N.E. quadrant and a second motel under construction will increase the left-turn movement from ramp (E).

(h) The PUC office reports that in May of 1973 they processed 1700 permits for trucks. This is an average of 85 per day. An estimate is the 60 to 70 of these trucks cross Idaho Avenue from ramp (E) per day.

(i) R/W will be required for construction of this additional ramp. At the present time this property is vacant. Because the S.E. quadrant is adjacent to the freeway, future development is anticipated. Depending on the type of development, it could make the cost of this improvement prohibitive if delayed.

(j) Due to present configuration of the (E) and (F) ramps, it appears to the motorist that the (F) ramp is a frontage road and the (E) ramp is the on-ramp. This confusion increases the possibility of wrong-way movement on I-80N.

(k) Construction of the off-ramp is estimated to cost less that $100,000 including R/W.

(1) The District Engineer at Ontario advises that the westbound off-ramp is closed for periods up to one hour, five to ten times each winter due to a jack-knifed truck that cannot negotiate the 4.038% grade, 0.128 ft/ft superelevation on the 26° curve.

SUMMARY

Traffic on I-80N increased 19.8% between 1972 and 1973 at the Idaho border. The interchange area has been annexed into the City of Ontario and is in an area of rapid commercial growth. The present design of the Idaho Avenue Interchange creates considerable confusion, unnecessary delays in traffic, numerous motorist complaints and winter maintenance problems. Current contract programming includes substantial work at this interchange related to "fixed object" correction. This office recommends that the work proposed and documented in this report be included in the general upgrading of the Idaho Avenue Interchange.

Form 3a—25M

TIME 1:45 PM

OFFICER'S REPORT

OREGON STATE POLICE

No.

Place Ontario

County Malheur

Subject HIGHWAY INTERCHANGE INFORMATION

May 24, 1973

LOCATION: U. S. Highway 30N, MP Y27.5, East Idaho Avenue and Interstate 80 North Interchange.

On this date, writer was contacted by Mr. Dale D. Allen, Regional Construction Engineer, for the Oregon State Highway Department and station in LaGrande, Oregon. Mr. Allen requested information from the writer which would aid the highway department in justification in changing the off-ramp on the above-mentioned interchange for westbound traffic. He further advised that this information was needed to assist the highway department in the justification of this change in order to obtain federal funding for the project.

Presently, this interchange has an exit ramp for the westbound lanes which takes traffic from Interstate 80-N and feeds it on to U.S. Highway 30N. After approaching U. S. Highway 30N, traffic going into Ontario, may merge with the highway and proceed directly into town, however, any traffic wanting to enter the Oregon State Highway Building, located just east of the interchange, is required presently to cross four lanes of traffic to do so. This section of Highway 30N which involves the four lanes and connects Ontario with the Payette-Fruitland, Idaho area, is very heavily traveled. Within recent years, traffic counts have revealed well over 12,000 vehicles within a 24-hour weekday period. This interchange has been annexed by the City of Ontario, and is presently within their city limits.

The writer discussed with Mr. Allen, the two major problems that exist with the present exit ramp ① for westbound traffic on Interstate 80N. The first problem being that all truck traffic wishing to proceed to the highway building to obtain permits is required to cross four lanes of busy traffic in order to get to the highway building. In addition, in the winter time, when the roads are slick, with the super on the present exit ramp and the amount of traffic traveled on there, this ② ramp becomes very slick and hazardous. It has been noted often times, that trucks will become stuck or jackknifed, causing traffic congestion. The highway department is proposing to leave this exit ramp there and add an additional exit ramp from the Interstate which would allow traffic to exit Interstate 80N and approach and enter U. S. Highway 30N from the eastside of the Interchange. If this added exit ramp was installed, it is the writer's opinion this would alleviate the two above-mentioned problems. All traffic that wished to proceed to the highway department, would then be allowed to do so without crossing U. S. Highway 30N, and also many of the trucks now using the present exit ramp, would use the proposed ramp, therefore reducing the congestion during hazardous driving conditions on the ramp that exists.

☐ RE ☐ RDE ☐ RSE ☐ RME
RCE MAY [illegible] 1973 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

HIGHWAY INTERCHANGE INFORMATION - Continued

Recently, the most common accidents noted on this exit ramp are the minor rear-end collision type which occur when traffic attempting to enter U. S. Highway 30N, to go into Ontario, is required to stop at a posted stop sign before entering U. S. Highway 30N. Traffic following will often be looking to the east, checking for oncoming traffic thinking the vehicle in front of him is on a merging lane and not required to stop, therefore rear-end collisions result. Most of these accidents have been very minor in nature and to the writer's knowledge, nothing other than property damage has resulted in the past. It is felt that if the present ramp from Interstate 80N could be designed to merge with U. S. Highway 30N, rather than being required to stop, many of the present accidents which are occuring, could be eliminated. Most motorists traveling this exit ramp are unfamiliar with it and expect it to be a merging lane rather than a stop being required before entering U. S. Highway 30N.

Merging Lanes

The information in this report has been discussed with Mr. Clayton Ansell, District Engineer in Ontario. Mr. Ansell also suggested placing larger signs on sign bridges for both east and westbound lanes on this interchange. He feels this signing is necessary because of the past confusion experienced by the public on how to re-enter the freeway for the direction in which they intend to travel.

It should also be noted that in May of 1973, a large motel complex opened adjacent to this interchange. Also in this area, is a service station and another motel, all of which has certainly added to the already present traffic congestion problem, of which the latter mentioned motel is in early stages of construction and is expected to open in the near future.

2 Hotels

229-47 Joseph Ammirati, Sergeant

JA/gmn

[illegible] 1972

FOR FILING

September 13, 1972

Captain E. W. Tichenor
Traffic Division
Department of State Police
Public Service Building
Salem, Oregon 97310

Dear Captain Tichenor:

Thank you for the report of Lieutenant Haynes concerning difficulties experienced by motorists at the East Idaho Avenue interchange on Interstate 80N at Ontario.

We are currently studying a revision for this interchange which will alleviate the condition described by Lieutenant Haynes. Your letter and his report will assist us in obtaining Federal Highway Administration approval of the suggested revision by documenting the difficulties experienced by motorists.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

bc: Tom Edwards
F. B. Klaboe
Adrian Olson
W. E. Schwartz

DEPARTMENT OF STATE POLICE

GENERAL HEADQUARTERS

PUBLIC SERVICE BUILDING • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

September 11, 1972

Mr. Tom Edwards
State Highway Engineer
Department of Transportation
Highway Building
Salem, OR 97310

Dear Sir:

Please find attached a report by Lieutenant Haynes of our Ontario office.

The report is being forwarded supplementing information known to your staff.

Yours very truly,

Holly V. Holcomb, Superintendent

By EWTichenor
E. W. Tichenor, Captain
Traffic Division

EWT:km
Encl.

RECEIVED
SEP 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
SEP 12 '72
REFER TO
P&R
FOR
Info [illegible] R/D D/R [illegible] Act [illegible]

Form 9a—25M

No.

TIME 8:15 AM MST

OFFICER'S REPORT

OREGON STATE POLICE

County Malheur

Place Ontario

Subject TRAFFIC HAZARD

September 6, 1972

Ontario Spur Interchange.

This interchange is near the State property and the state buildings in Ontario. The state highway number is 455 but it is also known as East Idaho Avenue, Ontario Spur and U. S. 30.

The accident frequency has not been high but the potential is there because of short sight distance for traffic leaving Ontario east over the overpass. Speed is basic and frequently high speeds are observed for short distances in traffic entering Oregon from Idaho.

Truck traffic destined for a stop at the state buildings for permits and other traffic for business there as well as traffic destined for the Payette-Fruitland area in Idaho, must exit the freeway under the overpass, negotiate a sharp curve to the right, make a sudden choice, left or right fork, very shortly after leaving the freeway. After the route is selected, the trucker and the other motorists are confronted with a stop sign at which point they must stop and try to either cross four lanes of traffic to the state offices or make a left turn across or into three lanes to leave for Payette or Fruitland, Idaho. As stated above, the traffic is moving briskly both ways in the four lanes of travel and the sight distance to the right is very short. The width of the spur at the stop sign is actually five lanes as a left turn waiting lane is set forth for traffic turning left to join the freeway toward Baker. The elimination of the truck and other traffic arriving from the east and destined for the state buildings or the interstate bridge would materially lessen the hazard at this interchange. The highway department is aware of this hazard and the writer understands the action they desire is to bring the traffic from the freeway destined for Idaho or the state offices in on a new exit ramp which would not require this traffic to cross the spur but would curve directly from the freeway to the state buildings and onto Idaho.

The writer concurs with the desire of the Highway Department. Traffic volume is up and speeds seem to always be increasing. Truck traffic is up also and especially since the State Police have been issuing PUC permits at times when the PUC office is closed. This area is particularly hazardous in fog which is quite frequent in the fall, winter and spring months due to the closeness of the Snake River.

Russell L Haynes

241-47 Russell L. Haynes, 2nd Lt.

RLH/gma

8030

RECEIVED
JUL 5 - 1972
FOR FILING

July 5, 1972

TO Glen L. Green, Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM

E. S. Hunter
Assistant State Highway Engineer

SUBJECT Idaho Avenue Interchange
Ontario-Idaho Line Section
Old Oregon Trail Highway
Malheur County

In July, 1962, a request was submitted to your office for an additional northbound off-ramp in the southeast quadrant of the Idaho Avenue Interchange. This was turned down and in its place was the suggestion that a connecting road to our PUC setup be constructed across from the intersection of the existing loop off-ramp. This suggestion was accepted and the connecting road is presently in existence.

Word from our field office is that the present facility is less than adequate in handling the heavy trucks which must cross Idaho Avenue from the ramp terminal to the connecting road serving the PUC area.

A 1990 estimate of daily traffic that will utilize this new ramp is 500 vehicles, of which 12 percent will be trucks. Not only will this added ramp alleviate the truck crossing problem but it will also eliminate a secondary situation resulting from eastbound traffic left-turning to head northbound on the freeway. Apparently the present intersection is confusing and has caused some motorists to left-turn into the off-ramp heading the wrong way.

On the west side of the freeway we have still another problem involving the left turn for westbound traffic wishing to head south. In October, 1971, the striping was revised to provide a painted refuge for this move; however, the problem is that the short radius leg which connects Idaho Avenue with the main southbound on-ramp is not visible to the left-turning traffic because of grade.

The solution to this situation appears to be to raise the grade of these ramps about four feet so they will be in sight of the turning traffic.

It is our considered opinion that both these revisions are necessary to provide a safe operating interchange. Enclosed is a print of a preliminary layout sheet depicting these proposed changes. The west side revision is estimated to cost $16,000 to construct and the east side is estimated to cost $45,000 for construction plus $20,000 for right of way, making a grand total of $81,000.

Your approval to construct these features with Safety funds is requested.

Attachment

bc: F. B. Klaboe
Frank Hall
W. E. Schwartz w/plan

DNS:jh jf

8031 State St.& Broadway(Salem) 1974
Sec. of N. Santiam Hwy & FAS 150
(Traffic signals)

CA 4827 11/9/73

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67508-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Salem
City Hall
Salem, Oregon 97301
Attention of Mr. B. T. Van Wormer
Director of Public Works

Request No. (assigned by staff engineer or head of section) cc-1578

Date June 1, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5028(3)
State St. at 24th, 25th and Airport Rd.
Broadway at River Rd., N.
City of Salem

Contract No. 8031
Covered by agreement dated 11-7-73

Itemized Statement: CLR-DT File No.: 502803 Advance Deposit $20,000

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit	$20,000.00	
		City's Share per Attached Statement	18,685.37	
		REFUND DUE CITY		$ 1,314.63
		(Attach itemized statement to invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 20,000.00

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
24-0604-299

Submitted by:
Gary E. Zehner
Gary E. Zehner, Urban Program Engr.

Approved:
Regional Engineer

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 1, 1976

CITY Salem **Contract No.** 8031 **Date Completed** 4/17/75

PROJECT # T-5028(3) **Section** State St. at 24th, 25th & Airport Rd., Broadway at River Rd. N.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 7,132.95
Payments to Contractor	109,963.16
SFO No. 1, Signal Controller Testing	4,228.79
SFO No. 2, Widen N. Side of State St.	2,556.22
SFO No. 3, Permanent Striping	1,553.81
Construction Engineering	10,904.47
Interest Paid to Contractor	28.46
TOTAL COST	$136,367.86
Federal Funds Collected	98,997.11
Amount to be shared by State and City	$ 37,370.75

City's Share per Agreement dated 11-7-73:

50% of $37,370.75 =	$18,685.37
City's Advance Deposit (7-12-74)	$20,000.00
Refund Due City	$ 1,314.63

Reference: Billing Form cc-1578

FINALED FA PROJECTS

FAP No.	Contr. No.	Prefix	Description	FA Funds	Date
I-80N-1(36)	SFO	626-1081	Sundial-Troutdale Interch.	22,022.40	5-28-76
I-80N-7(23)	7260	601-1067	Nelson Pt. RR Shoofly	202,956.59	"
RS-550(1)	8005	507-1042	McKay Cr. Br.	51,971.77	"
M-T-5029(1) T-M-5029(1)	8163	33-0601 33-0602	Cherry HQ's Rd - Wright St. (The Dalles)	140,013.50	"
T-5002(2)	7948	15-0605	Wightman St. - Walker Ave. (Ashland)	67,542.30	"
T-5012(3)	8115	17-0604	S.E. 7th @ "L" St. & N.E. 9th @ "F" St. (Grants Pass)	27,982.58	"
T-5016(1)	—	31-0601	City of La Grande (Urban Area)	3,664.87	"
T-5017(4)	8140	22-0606	Santiam Hwy @ Milton St. (Lebanon)	26,238.09	"
T-5025(29)	8089	3-0612	Pacific Hwy E @ Gloucester St (Gladstone)	42,072.16	"
T-5028(3)	8031	24-0604	State St @ Broadway St. N.E (Salem)	98,997.11	"

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	State St. & Broadway St. N.E. (Salem) Section **Marion County**					
	Preliminary Engineering **Type Code P.E.**					
	Preliminary Engineering	All Required			$ 7,135.68	
	Total Preliminary Engineering Cost				$ 7,135.68	
	Construction **Type Code Y031** **Traffic Signals (Contract #8031)** Final Contract Payment Summary	Lump Sum			$109,963.16	
SFO#	2 Widen N. Side of State St.	All Required			2,556.22	
SFO#	3 Permanent Striping	All Required			1,553.81	
	Total Construction Cost				$114,073.19	
	Construction Engineering **State**	All Required			$ 7,800.13	
SFO#	1 Signal Controller Testing	All Required			3,606.02	
	Total Construction Engineering Cost				$ 11,406.15	
	Total Participating Cost				$132,615.02	
	Nonparticipating Items Interest Paid to Contractor					
SFO#	1 Signal Controller Testing	All Required			$ 28.46	
	Construction Engineering	All Required			622.77	
	Preliminary Engineering	All Required			3,104.34	
		All Required			(2.73)	
	Total Nonparticipating Cost				$ 3,752.84	
	Total Cost				$136,367.86	
	Prepared based on costs as shown on Federal Billing as of 3-31-76.					
	AMOUNT CARRIED FORWARD......					

FORM PR-20A (6-71)

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973-521-266/5023 3-1

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

DO.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5028(3) SALEM

VOUCHER PERIOD: FROM 5-2-74 TO 1-7-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$136,367.86	$132,615.02	74.65%	$ 98,997.11	$ 98,997.11	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTIN E USED

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EA TOPICS            CONT NO 8031 * EA PROJ NOS T   528803 100                                          STATS
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MARY                                                 APRIL 1976          PAGE  [illegible]

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                             TOT        N9                                   5,141.37CR
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(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION 1-7-76

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, Oregon 97310

PAID BY

(For use of Paying Office)

STATE **Oregon**

FEDERAL AID PROJECT NO. T-5028(3)

VOUCHER PERIOD: FROM 5-2-74 TO 1-7-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$136,367.86	$132,615.02	74.65%	$ 98,997.11	$ 98,997.11	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	State St. & Broadway St. N.E. (Salem) Section Marion County					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering		All Required		$ 7,135.68	
	Total Preliminary Engineering Cost				$ 7,135.68	
	Construction					
	Type Code Y031					
	Traffic Signals (Contract #8031)					
	Final Contract Payment Summary		Lump Sum		$109,963.16	
SFO#	2 Widen N. Side of State St.		All Required		2,556.22	
SFO#	3 Permanent Striping		All Required		1,553.81	
	Total Construction Cost				$114,073.19	
	Construction Engineering					
	State		All Required		$ 7,800.13	
SFO#	1 Signal Controller Testing		All Required		3,606.02	
	Total Construction Engineering Cost				$ 11,406.15	
	Total Participating Cost				$132,615.02	
	Nonparticipating Items					
	Interest Paid to Contractor		All Required		$ 28.46	
SFO#	1 Signal Controller Testing		All Required		622.77	
	Construction Engineering		All Required		3,104.34	
	Preliminary Engineering		All Required		(2.73)	
	Total Nonparticipating Cost				$ 3,752.84	
	Total Cost				$136,367.86	
	Prepared based on costs as shown on Federal Billing as of 3-31-76.					
	AMOUNT CARRIED FORWARD.					

FORM PR-20A (6-71)

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR	PAYEE	VOUCHER DATE	TOTAL AMOUNT
	Hansen Electric 1127 S. Broadway Coos Bay, OR 97420	12/29/75	$ 9,488.16

WARRANT NUMBER	CONTRACT NO.	ESTIMATE NO.	
	8031	7 Final	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
	PERIOD COVERED: to 4/17/75		
	APPROVED: DESIGNATED AUTHORITY		This final claim has been authorized in the above amount. (DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, ______________________________ certify that I am ______________________________ (IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

____
(Signature)

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
8031	7	

FEDERAL AID PROJECT NO.
T 5028003

	T PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	865.0000	100.000	1865.00	1865.00	
	4.5000	121.500	546.75	546.75	
	13.5000	73.500	992.25	992.25	
	131.0000	100.000	2131.00	2131.00	
	567.0000	100.000	2667.00	2667.00	
	817.0000	100.000	99817.00	99817.00	
	71.0000-	100.000	71.00-	71.00-	
	213.0000	100.000	1213.00	1213.00	
	351.1600	100.000	351.16	351.16	
	51.0000	100.000	451.00	451.00	
	00.0000-	42.000	4200.00-	4200.00-	
	00.0000	42.000	4200.00		4200.00
	Cost		Total Cost		
	63.16		$109,963.16		
INAGE					
DEPOSIT					
INAGE					
TOTAL CONTRACT ITEMS			109963.16	105763.16	4200.00
ED ON CONTRACT ITEMS			-	5,288.16	5,288.16
FORCE ACCOUNT					
TOTAL PAYMENTS			109,963.16	100,475.00	9,488.16

FORM 81-734-1020

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

COUNTY: MARION

CONTRACT NO.: 8031

ESTIMATE NO.: 7

PREFIX NO'S.:

HIGHWAY: N SANTIAM & FAS 159

FEDERAL AID PROJECT NO.: T 5028003

SECTION: STATE ST & BROADWAY NE (SALEM)

FORM 81-734-1025

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	1865.0000	100.000	1865.00	1865.00	
002	1P TEMPORARY SIGNS	SQ FT	4.5000	121.500	546.75	546.75	
003	1P FLAGMEN	HRS	13.5000	73.500	992.25	992.25	
004	1P MISCELLANEOUS STREET WORK	LUMP SUM	2131.0000	100.000	2131.00	2131.00	
005	1P SIGNING INSTALLATION	LUMP SUM	2667.0000	100.000	2667.00	2667.00	
006	1P TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	99817.0000	100.000	99817.00	99817.00	
	PRICE AGREEMENT ITEMS						
30101	1P RELOC POLES & CHANGE MASTARM LENGTHS	LUMP SUM	71.0000-	100.000	71.00-	71.00-	
30201	1P REV SIGNAL SYSTEM	LUMP SUM	1213.0000	100.000	1213.00	1213.00	
30301	1P SUBS 14 & 16 AWG FOR 20 AWG LEAD WIRE	LUMP SUM	351.1600	100.000	351.16	351.16	
30401	1P MODIFY 10 SIGNALS & ONE INLET	LUMP SUM	451.0000	100.000	451.00	451.00	
	ADJUSTMENT ITEMS						
6001	P LIQUIDATED DAMAGES	DAY	100.0000-	42.000	4200.00-	4200.00-	4200.00
6002	P LIQ DAM TIME EXT APPR 9-7-75	DAY	100.0000	42.000	4200.00		
		Type Code	"P" Constr Cost		Total Cost		
		Y031	$109,963.16		$109,963.16		

	GROSS RETAINAGE			
	TREASURER DEPOSIT			
	* NET RETAINAGE			
DATE: 12 26 75 PG. 01 8031	TOTAL CONTRACT ITEMS	109963.16	105763.16	4200.00
PREVIOUS VOUCHER NO.: 7890	- % RETAINED ON CONTRACT ITEMS	-	5,288.16	5,288.16
CHECKED BY: PGO:dk	FORCE ACCOUNT			
ENGINEER OR AUDITOR: A. Gottfried	TOTAL PAYMENTS	109,963.16	100,475.00	9,488.16

8031

73

December 31, 1975

United Pacific Insurance Co.
Fidelity & Surety Dept.
PO Box 1216
Tacoma, WA 98401

Gentlemen:

On December 26, 1975, we wrote to you concerning release of final payment on Contract No. 8031 awarded to Hansen Electric Company for work on the State Street and Broadway N.E. (Salem) Section of the North Santiam Highway and FAS 159 in Marion County.

Final payment on this contract is $9,488.16 and the total contract amount is $109,963.16. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Hansen Electric Company
1137 South Broadway
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Haoek
C. O. Fredrickson

8031

45

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem

December 19, 1975

RDChurch for

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project
Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8031 , Work Completed April 17, 1975

Project State St. and Broadway N.E. (Salem)

Highway N. Santiam and FAS 159 , County Marion

Type of Work Traffic Signals

Contractor Hansen Electric Co.

Recommended Acceptance Date December 24, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

APPROVED
FB Klaboe
STATE HIGHWAY ENGINEER
DATE: 12-24-75

RECEIVED
STATE HWY ENGR
DEC 23 '75
REFER TO
FOR

RDC:bb

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

Surety letter
written
12-26-75

8031

B

August 7, 1975

Hansen Electric Company
1127 South Broadway
Coos Bay, Oregon 97420

Gentlemen:

Your request for an additional 42 days to complete Contract No. 8031 for work on the State Street-Broadway Street N.E. (Salem), traffic signal installation, in Marion County has been considered.

After reviewing the facts pertaining to this request, I have granted a 42-day extension of time which will delete all time liquidated damages.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

JAB:DL:fr js

bc:
F. B. Klaboe
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
Bob Church
Dick Hacek
Glen Green

#8031

Form FHWA 121 (Rev. 5-73)

B

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: August 5, 1975

In reply refer to: 1041DB.2

SUBJECT: Oregon Project T-5028(3)
State Street-Broadway Street NE
(Salem)
Time Extension Request

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed your letter of August 1 concerning the request for a time extension on the subject project. As the delay was due to additional work required under price agreements which also resulted in a change in materials, we concur in the 42-day time extension request.

G.K. Hossner
fr G. L. Green

RECEIVED
AUG 7 1975
Office of
Assistant State Highway Engineer

RECEIVED
STATE H'WY ENGR
AUG 6 '75
REFER TO
Coulter
FOR

Info	Inves	R/D	C.R	Sign	Act	File
					✓	

NOTED
H.S. COULTER

-8031

B

DATE August 1, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 8031
State Street-Broadway Street N.E. (Salem)
FAP No. T-5028(3)

Several changes and revisions to the contract, as evidenced by Price Agreement Nos. 1-4, resulted in a 42-day overrun of the specified contract time. Each change order involved a revision in materials and a resulting delay in delivery. One of them involved a controller. Actual contract work was accomplished in a timely manner.

Your concurrence is requested in a 42-day extension which will delete all liquidated damages.

JAB:DL:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. O. Fredrickson
Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8031

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 31, 1975

JB

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: State St. & Broadway Unit
City of Salem
Traffic Signals Project
Contract No. 8031
Time Extension Request

The subject contract was completed in 262 calendar days with a 42 day overrun of the specified contract time and $4,200 in liquidated damages has been withheld. Hansen Electric Company has now requested a complete time extension.

Several changes and revisions to the contract, as evidenced by Price Agreement Nos. 1 - 4, contributed to the above delay. Three revisions were ordered by the Traffic Design Section and the fourth was initiated by the City of Salem. Each change order involved a revision in materials and a resulting delay in delivery. One of them modified a controller which is a critical item to obtain. Actual contract work was accomplished in a timely manner.

I recommend that the contract time be increased to 262 days due to revisions ordered by the State and subsequent delays in delivery of materials.

This is a Federal-aid project (Topics). Rough draft letters to the FHWA and to the contractor are attached.

JAB:DL:fr

Att.

cc: Robert Church

RECEIVED

OREGON STATE HIGHWAY COMMISSION

# Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8031 Contractor Hansen Electric Co.

Highway N. Santiam & FAS 159

Section State St. & Broadway N.E. (Salem)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Changes to two mast arms, a pedestrian pedestal from a signal pole, wiring, and from a one-dial system delayed the project more than the actual 42-day overrun which is recommended.

Recommended for Approval:

Harold Kimes
~~Region Engineer~~
REGION CONSTRUCTION ENGINEER

Construction Engineer ~~or Bridge Engineer~~

~~Asst~~ State Highway Engineer

Contract No.	8031
Project designation (State-Federal)	F.A. T-5028(3)
Date awarded	July 12, 1974
Work started	Nov. 5, 1974
Per cent completed (Date)	100% - April 17, 1975
No. of Calendar ~~Work~~days Allowed	220
No. of Calendar ~~Work~~days Used	262
No. of Added Workdays Requested	45

SP*8206-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1975
RESIDENT ENGINEER

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 5 - 1, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~work~~ calendar days from 220 days to 265 days, within which to complete our Contract No. 8031, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the ~~work~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

Hansen Electric Co.
Contractor

By [illegible] Williams Exec Vice Pres

CONSENT OF SURETY

Date May 8, 1975

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

Doris B. Spencer
Resident Agent

(SEAL)

8031

B

FORM E-1 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION State St. & Broadway N.E. (Salem)	WEEK ENDING July 26, 1975
		SECTION PREFIX 24-0604
	HIGHWAY N. Santiam & FAS 159	COUNTY Marion
NAME OF JOB State St. & Broadway N.E. (Salem)	KIND OF WORK Traffic Signal Installation	
CONTRACTOR Hansen Electric Co.	CONTRACT NUMBER 8031	FEDERAL AID PROJECT NUMBER T-5028(3)
DATE OF CONTRACT July 12, 1974	DATE WORK STARTED Nov. 5, 1974	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN SUPERVISION:	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 262
PROJECT AUTHORIZATION: $ 127,484.34	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 119
EXCLUSIVE OF ENGINEERING: $ 117,375.45	ENGINEERING AUTHORIZATION $ 10,108.89	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 113,716.34 XXXX,XXXXXX	ENGINEERING COST TO DATE $ 10,042.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97
ESTIMATED PERCENT: OVERRUN UNDERRUN 3.1 %	PERCENT OF AUTHORIZATION 99 %	DATE PROJECT WAS COMPLETED: April 17, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20		-		
MONDAY 21	Fair	-		
TUESDAY 22	Fair	-		
WEDNESDAY 23	Fair	-		
THURSDAY 24	Fair	-		
FRIDAY 25	Fair	-		
SATURDAY 26		-		BEN GIFFORD

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUL 28 1975
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status of Work:

Project complete except for replacing two "Do Not Enter" signs at Broadway and River Rd.

Semi final to be submitted about July 28.

SIGNED Art Gottfried
Art Gottfried
LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

STATE COPY

Oregon State Highway Division
Salem, Oregon, June 3, 1975

Federal-aid Project
No. T-5028(3)

STATE ST. & BROADWAY N.E. (SALEM) SECTION
CITY STREETS
MARION COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 6,000.00
	Total		$ 6,000.00

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	All Required		$ 1,865.00
Temporary Signs	270 sq.ft.	4.50	1,215.00
Flagmen	76 hours	13.50	1,026.00
Miscellaneous Street Work	All Required		2,131.00
Sign Installation	All Required		2,667.00
Traffic Signal Installation, Complete	All Required		99,817.00
			$108,721.00

Additional Items

Temporary Erosion Control	All Required	$ 100.00
P.A. 2 Revise Signal System	Lump Sum	1,213.00
P.A. 3 Substitute 14+16 AWG for 20 AWG Lead Wire	Lump Sum	351.16
SFO 3 Pavement Striping	All Required	1,000.32
		$ 2,664.48
	Subtotal	$111,385.48
	Engineering	7,638.52
	Signal Controller Testing	3,500.00
	Total	$122,524.00

Length of Project - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 6,000.00	$ 4,652.00	$ 674.00	$ 674.00
Traffic Signals	122,524.00	95,752.00	13,386.00	13,386.00
Total	$128,524.00	$100,404.00	$ 14,060.00	$14,060.00

Group 1 - 100%
Contract No. 8031
Prefix No.: 24-0604

Form A-109—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name State St. & Broadway (Traffic Signals) Date Dec. 16, 1974

Highway N. Santiam & FAS159 Contract No. 8031 F. A. Project No. T-5028(3)

County Marion Prefix 24-0604 Account No. 278-03

Description of Work To Be Done:

Stripe approx. 3000 lin. ft. and provide for a left turn refuge at the intersection of State St. and Airport Rd.

APPROVED EFFECTIVE DATE 1-6-75
Contingent upon modification of project agreement if additional funds are required
BY G.K. Hossner
TITLE Dist Engineer
DATE 1/28/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

State St. and Airport Rd.

Estimate of Quantities and Costs:

6 man striping crew - 12 hrs. @ 83.36 = $1000.32

Explanation:

New traffic signals are being installed and the pavement was widened to provide for a refuge lane. This made it necessary to re-stripe a section of State St. & Airport Rd. and a refuge lane.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$127,484.34
Present estimate of project cost, including $1000.32 for work under this order	$127,484.34
Expected under-run / over-run (amount)	$ - 0 -
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: Art Gottfried
Art Gottfried
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended: L. O. Richardson
Division Engineer

Approved:
Deputy State Highway Engineer, Assistant State Highway Engineer or Construction Office Engineer.
DC
1-20-75

State Printing

8031

October 11, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-2009(1)

We are submitting program data for one Urban System preliminary engineering project. Item No. 16 Project No. M-2009(1) "25th Street-Airport Road (Salem) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We hereby request your concurrence that the project qualifies for the timesaving procedures enumerated in Vol. 6, Chap. 8, Sec. 2 of the Federal-Aid Highway Program Manual.

We hereby request authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval.

CL:dgk

Budget Bureau No. 41-R2067

U.S

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

October 11, 1974

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (45 typewriter spaces) City St. .24 mi W Jct. SR 22, E. 0.17 mi. 21 65	ADT	PRESENT 15,000 (66)	FUTURE 34,000 (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 21	NUMBER 2009

CARD	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Marion	C 0 (14)
	NAME OF URBAN AREA 17-31 Salem	ROUTE NO. U	FEDERAL-AID 2009 (32) STATE City St. (36) (37) U.S.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** TOPICS		City St. 0.24 W Jct. SR 22, E. 0.17 mi.	0.17	5,000	3,900	550	550 (city)
5					**ROW**							
5					**CONST** (CODE)		(25th Street - Airport Road (Salem) Section)					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.17	5,000 (16) (23)	3,900 (24) (33)	550	550 (city)
1	14	PROGRAM APPROVAL DATES					REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

NO.

October 11, 1974

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St. .24 mi W Jct. SR 22, E. 0.17 mi.		15,000	34,000	94	10	Oregon	41	W32	16

ROPOSED WORK (35 typewriter	NATL. FOREST	FA ROUTE NO.	SUPV AGCY	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
ary Engineering								M-	2009	(1)	

AL FUNDS: Urban System

AREA: Salem

COUNTY NAME: Marion CODE 047

ROUTE NO. U | FEDERAL-AID 2009 | STATE City St. | U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full descript)
	PE TOPICS		City St. 0.24 W Jct. SR 22, E. 0.17 mi.	0.17	5,000	3,900	550	550 (city)	P.E. All phas s including PS E preparation (Future 4-12' lanes H.T. pavement with 0-13' median)
	ROW		(25th Street - Airport Road (Salem) Section)						
	CONST (CODE)								ROW - 75' normal access control-none.. Parking restrictions Complete
			PROJECT TOTALS	0.17	5,000	3,900	550	550 (city)	

NED BY

RAM APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

25th Street - Airport Road (Salem) Section

Project No. M-2009(1)

Existing Facility: 24-foot paved roadway with 4' shoulders

Adjacent Sections:

W. End: 66-foot curbed section with 14-foot median constructed under Project No. T-5028(1)
E. End: 24-foot paved roadway with 4-foot shoulders

Project Data: The work under this project consists of all phases of preliminary engineering including PS & E preparation as required for the proposed future construction necessary to widen the existing facility to a 64-foot curbed section to provide for 4-12' travel lanes with variable 0-13 foot median. It is anticipated that construction will be accomplished under a proposed contract for widening the N. Santiam Highway to a 4 lane facility from Airport Road to Lancaster Drive which will then provide a continuous 4 lane facility from 25th Street easterly.

System Action, Railroads, Water Development, Historical and Recreational Areas:

None Involved.

Airports:

Salem Municipal Airport (McNary Field) lies south and adjacent to the existing facility. The proposed facility will not cause any conflict with the operation of the airport.

PPM 90-1 Requirements - An appropriate environmental statement will be submitted under separate action.

IM-50-1-70 Requirements:

Exempt from State Clearin
house A-95 review under w
1970 and October 15, 1970

Urban Transportation Planning (PPM

Not applicable as the pro
of land use or traffic fl
cause any change in plann

PPM 20-8 Requirements:

Not applicable under "Tir
Vol. 6, Chap. 8, Sec. 2 o
Manual.

Note:

(1) This project is in Con

(2) This project qualifie
proposed work involves
of a city street which

25th Street - Airport Road (Salem) Section

Project No. M-2009(1)

lity: 24-foot paved roadway with 4' shoulders

ions:

d: 66-foot curbed section with 14-foot median constructed under Project No. T-5028(1)

d: 24-foot paved roadway with 4-foot shoulders

- The work under this project consists of all phases of minary engineering including PS & E preparation as required he proposed future construction necessary to widen the ing facility to a 64-foot curbed section to provide for travel lanes with variable 0-13 foot median. It is anticithat construction will be accomplished under a proposed act for widening the N. Santiam Highway to a 4 lane facility Airport Road to Lancaster Drive which will then provide a nuous 4 lane facility from 25th Street easterly.

, Railroads, Water Development, Historical and Recreational

Involved.

Municipal Airport (McNary Field) lies south and adjacent existing facility. The proposed facility will not cause onflict with the operation of the airport.

rements - An appropriate environmental statement will be tted under separate action.

IM-50-1-70 Requirements:

Exempt from State Clearinghouse and District 3 Clearinghouse A-95 review under working agreements dated April 28, 1970 and October 15, 1970, respectively.

Urban Transportation Planning (PPM 50-9):

Not applicable as the project will not result in the alteration of land use or traffic flow patterns and therefore should not cause any change in planning completed or underway.

PPM 20-8 Requirements:

Not applicable under "Timesaving procedures" set forth in Vol. 6, Chap. 8, Sec. 2 of the Federal-Aid Highway Program Manual.

Note:

(1) This project is in Congressional District No. 2.

(2) This project qualifies as a topics type project since the proposed work involves the reconstruction of a short segment of a city street which is essential for route continuity.

8031

STATE COPY

MONTHLY TRANSACTION NUMBER 8-17	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY Marion
MODIFICATION NUMBER 1	7-31-74	PROJECT NUMBER T-5028(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 10, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,000	$ 125,703
Federal Funds	$ 4,600	$ 98,192
Other revisions		

This modification is made for the following reasons:

to include the contracted construction work.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 31st day of July, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By ____________

____
(Title)

By ____________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. V. Smith
(Division Engineer)

For: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal-aid Project
No. T-5028(3)

STATE ST. & BROADWAY N.E. (SALEM) SECTION

CITY STREETS IN MARION COUNTY

Salem, Oregon, July 23, 1974

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 6,000.00
	Total		$ 6,000.00

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	All Required		$ 1,865.00
Temporary Signs	270 sq.ft.	4.50	1,215.00
Flagmen	76 hours	13.50	1,026.00
Miscellaneous Street Work	All Required		2,131.00
Sign Installation	All Required		2,667.00
Traffic Signal Installation, Complete	All Required		99,817.00
			$108,721.00

Additional Items

Temporary Erosion Control	All Required	$ 100.00
		$ 100.00
	Subtotal	$108,821.00
	Engineering	10,882.00
		$119,703.00

Length of Project - - - - - - 0.0 miles

RETAINED IN PROGRAM STATUS

Controller Testing	All Required	$ 3,500.00
	Subtotal	$ 3,500.00
	Engineering	350.00
	Total	$ 3,850.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 6,000.00	$ 4,652.00	$ 674.00	$ 674.00
Traffic Signals	119,703.00	93,540.00	13,081.50	13,081.50
	$125,703.00	$ 98,192.00	$13,755.50	$13,755.50
Retained in Program Controller Testing	3,850.00	3,008.00	421.00	421.00
Total	$129,553.00	$101,200.00	$14,176.50	$14,176.50

Group 1 - 100%

Contract No. 8031

Prefix: 24-0604

#8031

8

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 16, 1974

Mr. S. Douglas Van Dyke
Traffic Engineer
City Hall
Salem, Oregon 97301

Re: TOPICS Project T-5028(3)
State St. @ 24th, 25th & Airport Road
Broadway @ River Road North
City of Salem

NOTED
E. S. HUNTER

Dear Mr. Van Dyke:

This will acknowledge receipt of the City of Salem's check No. 92484 in the amount of $20,000 which is the correct amount required as an advance deposit for the subject project.

Enclosed for your information are copies of the plans and contract for this project which was awarded to Hansen Electric, Inc. of Coos Bay on July 12, 1974.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary E. Zehner

Gary E. Zehner
Urban Program Engineer

GEZ:ljt

Encl.

bc: E. S. Hunter
L. W. Rulien
V. E. Skoog (Attn: C. Haverland)
C. O. Fredrickson

RECEIVED
JUL 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Ⓣ

salem

CITY
OF SALEM,
OREGON
City Hall/555 Liberty St. S.E.
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

July 11, 1974

Mr. H. S. Cox
County/City Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Cox:

Enclosed is a check for $20,000 as the city's advance deposit for the TOPICS signal projects at Broadway at North River Road, State Street at 24th and 25th, and State Street at Airport Road.

Your assistance has been appreciated.

Sincerely,

S Douglas Van Dyke

S. DOUGLAS VAN DYKE
Traffic Engineer

SDV:skl

cc: B. T. Van Wormer, Director of Public Works

RECEIVED
OSHD FINANCE BRANCH
Check # 92484 Am. $20,000.00
By C C [illegible] Date 7-12-74
For TOPICS signals projects
(See above)

RECEIVED
COUNTY & CITY SECTION
JUL 12 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

7-12 [illegible]
[illegible] Proj Mgt

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 16, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM L. W. Rulien
Project Management Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of June 27, 1974 is requested in the award of contract for the State Street and Broadway (Salem) Section, Project No. T-5028(3).

The contractor receiving the award is Hansen Electric Co., in the amount of $108,721.00, with Contract No. 8031 assigned. This bid was received on June 20, 1974, and awarded on July 12, 1974.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date JUL 18 1974
I concur in the award.

G. L. Green
Division Engineer

RECEIVED
JUL 22 1974
PROJECT MANAGEMENT SECTION

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8031

July 12, 1974

Hansen Electric Company
1127 South Broadway
P. O. Box 1228
Coos Bay, OR 97420

Gentlemen:

The Oregon Transportation Commission accepted your proposal for work on the State St. and Broadway (Salem) Section of the North Santiam Highway and FAS 159 in Marion County for the sum of $108,721. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the City of Salem and the Federal Highway Administration is received and $20,000 is deposited by the City.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8031.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
C. O. Fredrickson
Art Gottfried
Wm. Geibel (SAIF)

8031

8

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

bc: E. S. Hunter✓
L. W. Rulien
V. E. Skoog
C. O. Fredrickson

June 21, 1974

Mr. B. T. Van Wormer
Director of Public Works
City Hall
Salem, Oregon 97301

NOTED
E. S. HUNTER

Re: TOPICS Project T-5028(3)
State St. @ 24th, 25th & Airport Road
Broadway @ River Road North

Dear Mr. Van Wormer:

The Highway Division opened bids June 20, 1974 on the subject project. Four bids were received and the apparent low bidder was Hansen Electric, Inc. of Coos Bay.

The anticipated project cost based on their bid is as follows:

Contractor's bid		$108,721
Anticipated additional items:		
Temporary erosion control	$ 100	
Controller Testing	3,500	3,600
		$112,321
Engineering & Contingencies (13½%)		15,163
		$127,484
Estimated preliminary engineering to date		7,516
TOTAL		$135,000
Federal funds available		95,000
BALANCE		$ 40,000

City's advance deposit per agreement:

50% of balance - $20,000

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

(more)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $20,000) payable to the Oregon State Highway Division and FORWARD IT TO Mr. H. S. Cox, County & City Engineer, 405 State Highway Division, Salem, Oregon 97310.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary E. Zehner

Gary E. Zehner
Urban Program Engineer

GEZ:ljt

STATE ST. & BROADWAY (SALEM) SECTION

N. SANTIAM HIGHWAY AND FAS 159

MARION COUNTY

FAP No. T-5028(3)
Traffic Signals

Bids Received June 20, 1974

1.	Temporary Protection and Direction of Traffic	All Specified		$ 1,000.00	1,865
2.	Temporary Signs	270 sq.ft.	4.50 9.00	2,430.00	1,215
3.	Flagmen	76 hrs.	13.50 ~~12.00~~	912.00	1,026
4.	Miscellaneous Street Work	All Specified		1,500.00	2,131
5.	Signing Installation	All Specified		2,215.00	2,667
6.	Traffic Signal Installation, Complete	All Specified		92,500.00	99,817
	For Comparison of Bids			$ 100,557.00	[illegible],721

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$100,557.00	108,721
Anticipated Additional Items:			
Temporary Erosion Control	100.00		
Controller Testing	3,500.00		
		3,600.00	3,6[illegible]
		$104,157.00	112,3[illegible]1
Contingencies (4-1/2%)		4,687.07	5,[illegible]54
Engineering (9%)		9,374.13	10,[illegible]
Estimated Net Authorization, Constr.		$118,218.20	[illegible]7,4[illegible]4

Est[illegible]

F.A. [illegible]

95,000

$40,000

City [illegible]

20,000

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

100,557

PROJECT NO.: #11 MARION COUNTY
STATE ST. & BROADWAY (SALEM) SECTION
NORTH SANTIAM HIGHWAY

OWNER: OREGON STATE HIGHWAY DEPARTMENT

TOPICS

DATE: JUNE 20, 1974

PAGE 1

Elec. Corp. Salem $127,728^{90}$

1. Hansen Elec. Co. Coos Bay \#108,721
2. Hamilton Elec. Inc Eugene $112,709^{16}$
3. Christenson Elec Inc. Port. 125,650

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Traffic Temporary Protection & Direction of	1	1,865	1,432	1,550
270	S.F.	Temporary Signs	2	4^{50}	4^{88}	6^{20}
76	Hours	Flagmen	3	13^{50}	12^{06}	13^{50}
	L.S.	Miscellaneous Street Work	4	2,131	2,298	1,650
	L.S.	Signing Installation	5	2,667	3,744	2,750
	L.S.	Traffic Signal Installation Complete	6	99,817	103,001	117,000
				108,721	$112,709^{16}$	125,650

S-1370 4/73

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark

PRINTED IN U.S.A.

U. S. DEPAR OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-4-74

F AL AID PROJECT NO.
5028(3)

STATE PROJECT NO.
STATE ST. & BROADWAY ST.NE

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-84

COUNTY NAME
MARION

PROGRAM STAGE *(Check)*
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JUN 5 '74
Info Act File ✓

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 24, 1974	MAY 24, 1974	TYPE II
		STATE ROUTE NUMBER
		CITY STREETS

GENERAL LOCATION:
CITY OF SALEM

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEM LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)*
TEMPORARY EROSION CONTROL $100.00
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. RULIEN'S MAY 23, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
JUN 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-4-74	C R Burzlaff for	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

CC: [illegible]

T

salem
CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

May 16, 1974

Mr. Gary E. Zehner
Urban Program Engineer
County & City Section
State Highway Building
Salem, Oregon 97310

SUBJECT: TOPICS Project T-5028 (3)
State Street & North River Road
Signalization

Dear Mr. Zehner:

Enclosed is a copy of the right-of-way and utility certificate for this TOPICS Project, and also a copy of the construction easement retained for work in the right-of-way on North River Road at Broadway.

Sincerely,

Lewis H Garrison

LEWIS H. GARRISON
Assistant Traffic Engineer

LHG:skl

Attachment

RECEIVED
COUNTY & CITY SECTION
MAY 20 1974
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☑ RE ☒ RPE ☐

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

RECEIVED
COUNTY & CITY SECTION
MAY 20 1974
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

SUBJECT: Federal Aid Project No. T-5028(3)

Project Name State St. @ 24th & 25th Sts. & Airport Rd.; and Broadway & River Road North

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

5-21-74

Purpose of this
easement is [illegible]
of the [illegible] in the
[illegible]
[illegible]

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at SALEM, Oregon,

this 13th day of MAY, 1974.

City of Salem

Robert Lindsey
Mayor

Recorder

cc: J. R. [illegible]
R. N. CHASE
J. E. [illegible]
C. G. [illegible]
C. O. [illegible]

R/W File No. ________

Date: May 9, 1974

City of Salem, Oregon
Department of Public Works
City Hall
Salem, Oregon 97301

RE: Signalization of North River Road at Broadway Street

I (we) the undersigned, owner(s) of real property located and described below:

> Beginning at a point in Section 11, Township 7 South, Range 3 West, Willamette Meridian, Marion County, Oregon, which is North 0° 04' East, 188.80 ' and North 56° 21' West, 27.13' from the southeast corner of a tract of land conveyed to L. & A. Herber as recorded in Volume 544, Page 152, Deed Records, Marion County, Oregon; thence North 56o 21' West, 8.97'; thence South 89o 48' West, 35' to a point on the east line of North River Road; Thence South 57° 45' East, 5'; thence North 32° 15' East, 17.25'; thence North 89° 48' East, 39.70' to the point of beginning.

do hereby grant to the City of Salem, its officers, employees, contractual agents, and permittees, permission to alter a street and to enter upon my (our) property for the purposes of reconstructing the sidewalk.

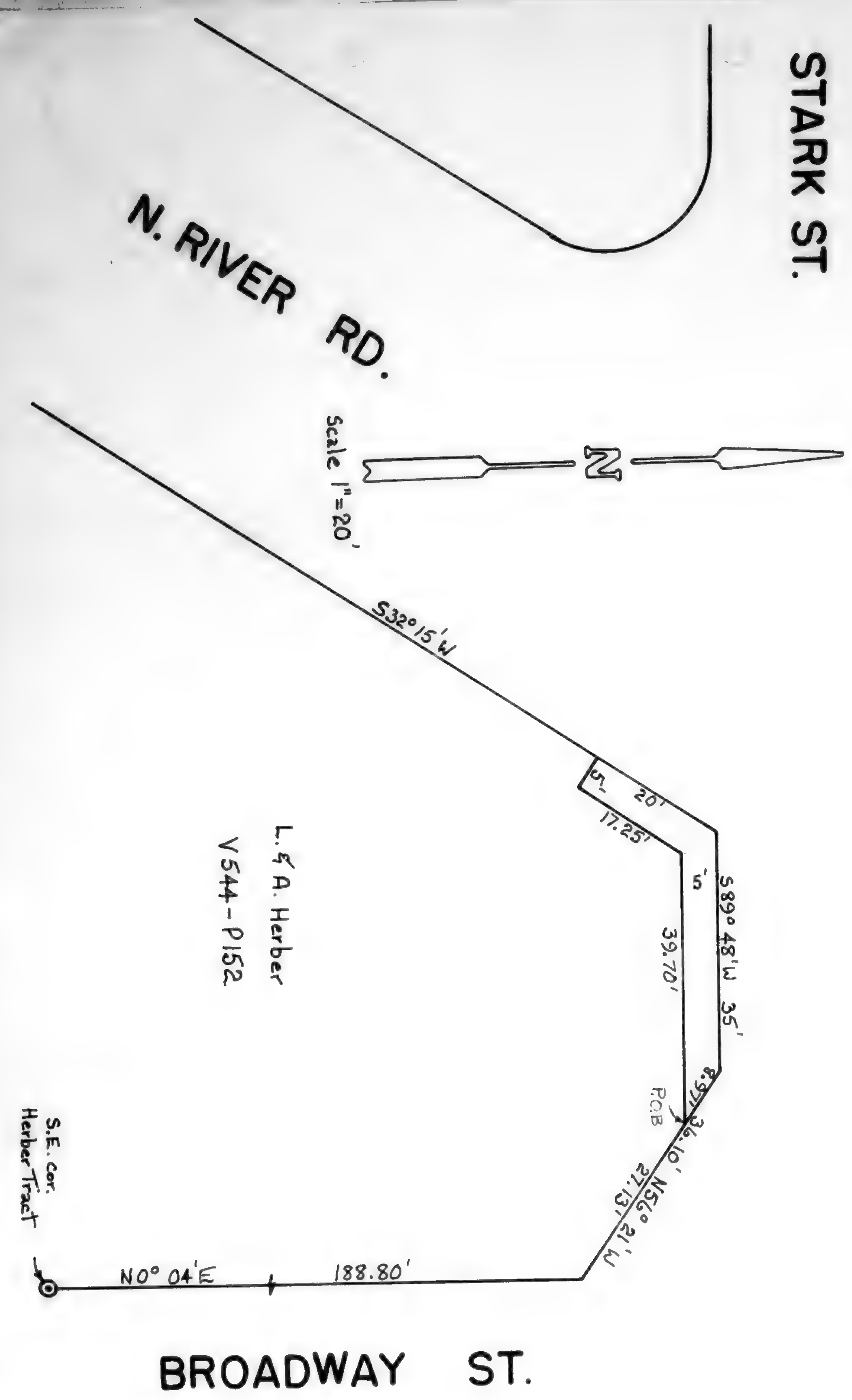
Dated this 9th day of May, 1974.

Leonard Herber

WITNESSED

Richard L. W[illegible]

RECEIVED
COUNTY & CITY SECTION
MAY 20 1974
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☐ RPE ☐ CE ☐ RE ☐ RPE ☐


STARK ST.
N. RIVER RD.
Scale 1"=20'
N
S32°15'W
5'
20'
17.25'
5'
S89°48'W 35'
39.70'
L. & A. Herber
V544-P152
8.97'
P.O.B
36.10'
N56°21'W
27.13'
S.E. cor.
Herber Tract
N0°04'E
188.80'
BROADWAY ST.

80-1

FORM E-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE May 15, 1974

TO L. W. Rulien
Project Management Engineer

JOHN R. OAKES

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Right of Way Status
Topics
Bid Opening June 20, 1974

I certify that to the best of my knowledge the following statement is correct with regard to the right-of-way for the subject project.

No additional right-of-way was required for the following project:

State St. & Broadway NE (Salem) T-5028(3)

This certification does not include rights of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utility Unit. These will be certified separately by the Utility Engineer.

JRO:a

cc R. L. Schroeder ✓
V. E. Skoog
James E. Chidsey
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

Oregon State Highway Division

Federal-aid Project
No. T-5028(3)

STATE ST. AND BROADWAY N.E. (SALEM) SECTION

CITY STREETS IN MARION COUNTY

Salem, Oregon, May 13, 1974

P.S. and E. Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 6,000.00
	Total		$ 6,000.00

Type Code Y031
Traffic Signals

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Temporary Signs	270 sq.ft.	9.00	2,430.00
Flagmen	76 hour	12.00	912.00
Miscellaneous Street Works	All Required		1,500.00
Sign Installation	All Required		2,215.00
Traffic Signal Installation, Complete	All Required		92,500.00
			$100,557.00

Additional Items

Temporary Erosion Control	All Required		$ 100.00
			$ 100.00
	Subtotal		$100,657.00
	Engineering		10,065.00
	Total		$110,722.00

Length of Project - - - 0.0 miles

Retained in Program Status

Controller Testing	All Required	$ 3,500.00
	Subtotal	$ 3,500.00
	Engineering	350.00
	Total	$ 3,850.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 6,000.00	$ 4,600.00	$ 700.00	$ 700.00
Traffic Signals	110,722.00	86,529.00	12,096.00	12,097.00
Subtotal	$116,722.00	$91,129.00	$12,796.00	$12,797.00
Retained in Program				
Controller Testing	3,850.00	3,008.00	421.00	421.00
Total	$120,572.00	$94,137.00	$13,217.00	$13,218.00

Group 1 - 100%

Contract No.

Prefix: 24-0604

T

CC: L.E. George
R.N. Chase
C.G. Swenson
C.O. Fredrickson
P.V. Riedl (FHWA)

5-8-74

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5028(3)
Project Name: State St. @ 24th, 25th & Airport Rd.; Broadway @ River Road North

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☒ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at 1390 - 20th Street, S.E., Salem. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Salem, Oregon, this 8th day of May, 19 74."

CITY OF SALEM
By D L Van Dyke
Title Traffic Engr
By
Title

RECEIVED
COUNTY & CITY SECTION
MAY 10 1974
☑ ENGR. ☑ COOR. ☑ UE ☐ RE ■ UE
☑ UPE ☐ CE ☑ RE ☒ RPE ☐

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

STATE COPY

Oregon State Highway Division

Federal-aid Project
No. T-5028(3)

STATE ST. & BROADWAY N.E. (SALEM) SECTION

CITY STREETS IN MARION COUNTY

Salem, Oregon, May 6, 1974

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$6,000.00
	Total	$6,000.00

Length of Project - - - 0.0 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 6,000.00	$ 4,600.00	$ 700.00	$ 700.00
Retain in Program				
Contract Work	127,000.00	99,250.00	13,875.00	13,875.00
Total	$133,000.00	$103,850.00	$14,575.00	$14,575.00

Prefix: 24-0604

Group 1 - 100%

U.S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE AL AID PROJECT NO.
-5028(3)

STATE PROJECT NO.
STATE ST. & BROADWAY ST. NE (SALEM)

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-84

COUNTY NAME
MARION

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
MAY 2, 1974

FEDERAL ROUTE NUMBER
PRIMARY TYPE II

STATE ROUTE NUMBER
CITY STREETS

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: OUR PROGRAM MEMORANDUM DATED 2-11-73 AUTHORIZED YOU TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL. YOU ARE NOW AUTHORIZED EFFECTIVE 5-2-74 TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☒ OTHER *(Specify)* DESIGN APPROVAL

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AS REQUESTED IN MR. RULIEN'S APRIL 24, 1974 LETTER AND AFTER REVIEWING THE SUPPORT DATA FURNISHED, IT IS AGREED THAT ALTERNATE LOCATIONS ARE NOT A FACTOR IN THE DEVELOPMENT OF THE SUBJECT PROJECT. DESIGN APPROVAL IS HEREBY GRANTED.

RECEIVED
MAY 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Info
D/R
Sign
Act
File
FOR
REFER TO
MAY 3 '74
RECEIVED
STATE HWY ENGR

RECEIVED
BRIDGE DIVISION

DATE
5-2-74

SIGNATURE OF APPROVING OFFICIAL

TITLE
fr DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Vance 5-7-74

80.1

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 30, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project T-5028(3)
State Street @ 24th, 25th, and Airport Road
and Broadway @ North River Road
Design Approval

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

cc Bud Georg

After reviewing the information furnished with Mr. Rulien's April 24 letter we agree that alternate highway locations are not a factor in the development of the subject project. We may, therefore, hereby grant design approval allowing you to proceed with the advancement of the project.

for G. L. Green

RECEIVED
STATE HWY ENGR
MAY 1 '74
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

5-2-74
Copy Rulien
Versteeg
Fredrickson

RECEIVED
MAY 2 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8031

April 24, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Design Approval
State St. at 24th St., 25th St. and
Airport Rd., and Broadway at N. River
Road in Salem
Project No. T-5028(3)

We hereby request your approval of the design as set forth hereinafter and in the enclosed study report for the subject project.

Consideration of alternate locations (corridors) was not a factor in this project. The location of the project is at existing intersections.

Design

The proposed design consists of the following:

1. Pretimed two-phase traffic signals at 24th and 25th Streets with interconnect to signals at 14th, 17th, and 23rd Streets on State Street.
2. Two-phase full traffic actuated traffic signals at State Street and Airport Road.
3. Three-phase full traffic actuated traffic signals and minor channelization at Broadway and N. River Road.

More complete design details are contained in the enclosed study report, which report consists of the following documents:

1 copy - Study report (County and City memo of April 19, 1974)

1 copy - City of Salem requests for TOPICS Projects dated August 30, 1973.

The Highway Division and the City of Salem, having considered all the data as well as the social, economic and environmental effects have concluded that the design as set forth hereinabove is suitable for the project.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The proposed project is exempt from State and District 3 Clearinghouse reviews under working agreements dated April 28, 1970 and October 15, 1970, respectively.

Negative environmental declaration received FHWA concurrence on February 4, 1974.

The description of the design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

We further request your authorization to proceed with the PS & E phase of the preliminary engineering for final plan preparation as programmed for the subject project T-5028(3).

Enc.

bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. W. Rulien
J. H. Versteeg
H. S. Cox
R. N. Chase
B. L. Gifford

RNC:dg

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
April 19, 1974

FILE:

~~FROM:~~ TO: Mr. L. W. Rulien
Project Management Engineer
BUILDING
~~TO:~~

Attention Mr. R. N. Chase

SUBJECT: TOPICS Project T-5028(3)
State St. @ 24th & 25th Sts.
and Airport Road; and
Broadway @ River Road North
City of Salem

Gary E. Zehner
FROM: Gary E. Zehner
Urban Program Engineer
County & City Unit

Processing for design approval is requested for the subject Federal Aid TOPICS project.

STUDY REPORT

DESIGN: Install pretimed two-phase traffic signals at 24th and 25th Streets and interconnect to existing signals at 14th, 17th and 23rd Streets. Install two-phase full traffic actuated traffic signals at Airport Road. Install three-phase full traffic actuated traffic signals on Broadway at River Road North. Provide minor intersection channelization to control traffic flow.

Consideration of alternate locations was not a factor in this project.

There is no change in the layout or function of the existing intersections and additional right-of-way is not required; therefore, a public hearing is not required.

The social, economic and environmental effects of the design have been considered, and the city requests the State to seek design approval for the project from the FHWA.

GEZ:ljt

Chase/R

RECEIVED
APR 19 1974
PROJECT MANAGEMENT SECTION

SALEM, OREGON
April 19, 1974

TO: Mr. L. W. Rulien
Project Management Engineer
BUILDING

Attention Mr. R. N. Chase

TOPICS Project T-5028(3)
State St. @ 24th & 25th Sts.
and Airport Road; and
Broadway @ River Road North
City of Salem

Gary

FROM: Gary E. Zehner
Urban Program Engineer
County & City Unit

Processing for design approval is requested for the subject Federal Aid TOPICS project.

STUDY REPORT

DESIGN: Install pretimed two-phase traffic signals at 24th and 25th Streets and interconnect to existing signals at 14th, 17th and 23rd Streets. Install two-phase full traffic actuated traffic signals at Airport Road. Install three-phase full traffic actuated traffic signals on Broadway at River Road North. Provide minor intersection channelization to control traffic flow.

Consideration of alternate locations was not a factor in this project.

There is no change in the layout or function of the existing intersections and additional right-of-way is not required; therefore, a public hearing is not required.

The social, economic and environmental effects of the design have been considered, and the city requests the State to seek design approval for the project from the FHWA.

GEZ:ljt

R

SALEM, OREGON
April 17, 1974

TO: Mr. L. W. Rulien
Project Management Engineer
BUILDING

Attention Mr. R. N. Chase

Design Approval
TOPICS Project T-5028(3)
State Street @ 24th Street,
25th Street and Airport Road;
and Broadway @ River Road North
City of Salem

Gary

FROM: Gary E. Zehner
Urban Program Engineer
County & City Unit

Processing for design approval is requested for the subject project.

STUDY REPORT

LOCATION: At the intersections of State Street and 24th Street, 25th Street, and Airport Road; and Broadway and River Road North, all in the City of Salem.

DESIGN: Install pretimed two-phase traffic signals at 24th and 25th Streets and interconnect to existing signals at 14th, 17th and 23rd Streets. Install two-phase full traffic actuated traffic signals at Airport Road. Install three-phase full traffic actuated traffic signals on Broadway at River Road North. Provide minor intersection channelization to control traffic flow.

GEZ:ljt

cc: E. S. Hunter

[illegible]

☐ ENGR. ☑ ASST. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

8031

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE March 8, 1974

TO L. W. Rulien
Project Management Engineer

FROM ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

NOTED
E. S. HUNTER

SUBJECT Fuel Requirements for the
State St. and Broadway NE (Salem) Project

The estimated fuel requirements for the State Street and Broadway NE (Salem) signals and channelization project are as follows:

Diesel	5,000 Gals.
Gasoline	600 Gals.
Lubricating Oils	170 Gals.
Grease	170 Lbs.

These estimated quantities are for your use in the application for a fuel allotment for the subject project. The approximate completion time for this project is seven months.

CGS:fw

cc: E. S. Hunter
C. T. Keasey

RECEIVED
MAR 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 11, 1974

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

FROM E J Hunter for
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT State Street at 24th Street, 25th
Street, and Airport Road
Broadway at River Road North
City of Salem, Marion County, Oregon
TOPICS Project T-5028(3)

This negative declaration precedes our request for location and design approval of the subject project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project calls for installation of traffic signals at four locations within the city of Salem. Three locations are on State Street in the southeasterly section of the city at the intersections of 24th Street, 25th Street, and Airport Road. The fourth location is in the northeasterly section of the city at the intersection of Broadway and River Road North.

These traffic signals, along with necessary striping, signing, and channelizing, are to be provided for maximum traffic safety and control. The traffic signals on State Street at the intersections of 24th and 25th Streets will be interconnected and synchronized with the existing signals at 14th, 17th, and 23rd Streets.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

It is proposed that two-phase, fixed-time traffic signals be installed at the intersections of State Street with 24th and 25th Streets; a fully actuated two-phase signal is proposed for installation at the Airport Road intersection. The various traffic movements are to be channelized into appropriate lanes at all three locations.

Fully actuated two-phase traffic signals shall be installed at the northbound intersection of River Road North with Broadway and at the intersection of Shangri-La Avenue with River Road North. The two signals will be interconnected and pedestrian-actuated. Also proposed are traffic signs and channelization at the intersections. Existing illumination is to be studied for adequacy.

PURPOSE OF PROJECT

The purpose of the project is to improve traffic safety and eliminate intolerable waiting periods for side street traffic wishing to enter into the through traffic lanes at certain Salem, Oregon street intersections that have been identified in the Area Wide TOPICS Plan as high priority safety improvement projects.[1] The Salem City Council sanctioned this TOPICS project by adopting Resolution Number 73-279, September 10, 1973.

EXISTING ENVIRONMENTAL SETTING

State Street is a major east-west arterial extending from the Salem central business district to the Silverton-Sublimity Highway, about nine miles east of the Salem city limits. East of Winter Street, State Street carries two-way traffic and provides four lanes as far east as 25th Street, where it tapers into two lanes. Traffic volumes on State Street in the project area vary from 16,500 vehicles per day at the 24th Street intersection to 10,100 daily east of the Airport Road intersection. In the project area, State Street west of 25th Street is lined on either side with a mix of residential units and businesses. East of 25th Street, the State Penitentiary complex occupies the northerly side of the highway, and the State Forestry Department and State Highway Division East Salem complex occupy the southerly side.

Twenty-fourth Street intersects State Street at 90 degrees with the north and south approaches offset, the

[1] Oregon State Highway Division, Area Wide TOPICS Plan: Salem, Oregon (Salem: DOT, n.d.).

southerly approach lying approximately 100 feet east of the northerly approach. The northerly approach is a two-way facility, 30 feet wide, with two lanes extending from State Street to Center Street. Parking is prohibited along the easterly side of the street. The southerly approach is a dead-end street serving a residential area of ten single-family dwellings and one multiple-family dwelling.

Twenty-fifth Street intersects State Street at 90 degrees, with the north and south approaches offset -- the southerly approach being approximately 130 feet east of the northerly approach. The northerly approach extends to the north approximately two blocks and ends at its intersection with Walker Street Northwest and serves a residential area. The southerly approach extends to the south as far as Mission Street, an area primarily residential in character. The State of Oregon Penitentiary, Forestry, and Highway Division complexes near the 25th Street intersection and commercial and industrial complexes near the Mission Street intersection are traffic generators.

Airport Road extends from State Street south to Mission Street and is a part of the transportation corridor leading to Pacific Highway I-5 and is a section of the North Santiam Highway.

River Road North and Broadway Avenue both provide for two-way traffic, northbound and southbound, on four lanes. Broadway extends from the northerly end of High Street Northeast to the intersection of Broadway and River Road North, joining River Road North at an angle of approximately 33 degrees, forming a "Y" intersection. River Road North extends from the northerly end of Front Street Northeast, intersecting the northerly end of the Commercial Street-Liberty Street couplet and Broadway before extending on to the north through the community of Keizer. Stark Street North and Shangri-La Avenue are side streets joining the Broadway-River Road North intersection -- Stark Street from the west and Shangri-La Avenue from the east. Immediately surrounding the intersection and extending to the north and south on both River Road North and Broadway is an intermix of single-family and multiple-family residences, undeveloped land, commercial and light industrial businesses. Stark Street and Shangri-La Avenue are rather short streets serving the residential areas east and west of the intersection.

DISCUSSION OF ENVIRONMENTAL IMPACTS

Installation of traffic control signals at the various locations described in this statement will not have any significant adverse environmental impacts in that the project will not require any additional right-of-way, nor will there be any significant changes in traffic patterns or volumes that would be attributable to the proposed project.[2] A twenty-year traffic projection indicates that traffic will increase on all of the streets and roads in the project area except Broadway, where traffic volumes will decrease. An improved, signalized access way for northbound traffic on River Road North entering Broadway would encourage more traffic to use the Commercial-Liberty Street couplet leading to River Road North from the Salem central business district and thereby avoid the more congested Broadway route. Traffic projections for River Road North at its intersection with Broadway indicate that traffic would increase from the present 8,000 vehicles per day to 17,700 within twenty years, while traffic on Broadway would decrease from the present 13,200 vehicles per day to 12,200 in the same time span. Traffic on River Road North, north of the intersection, is projected to increase from an existing average daily traffic volume of 18,700 to 28,000 during the same period.

The accident rate at this intersection is low: only one accident was recorded in 1969, two in 1970, ten in 1971, none in 1972, and one in the first nine months of 1973. Even though the accident rate at this intersection is low, installation of a traffic signal is expected to improve safety -- particularly as traffic volumes increase.

Northbound traffic flow on River Road North near the intersection will be improved by providing a left-turn opportunity. However, this will entail reasonable interruptions of traffic on Broadway. Left-turn movements at Shangri-La Avenue and at Stark Street will be made safer. Advance warning signs, directional signs, and modification of existing channelization will also improve traffic flow and safety at the intersection.

[2] All traffic projections are based on the assumption that Interstate 305 will be constructed and that there will be four bridges across the Willamette River.

Installation of traffic signals on State Street at 24th and 25th Streets and at the intersection of Airport Road will provide left-turn opportunities into and out of the existing high-volume, free-flowing traffic on State Street. At 24th Street, the traffic signal will control traffic only at the northerly approach to the intersection. Existing traffic volumes at this intersection are 16,500 vehicles per day on State Street and 4,900 on 24th Street. A twenty-year projection of daily traffic at this intersection indicates increases to 20,100 vehicles on State Street and 6,100 on 24th Street. The 24th Street southerly approach, which is offset to the east approximately 100 feet from the northerly approach, would remain a stop street. However, interruption of traffic on State Street would improve left-turn movements at this intersection. There were 16 accidents recorded here during 1970, 1971, and the first nine months of 1972. Eleven of these accidents were of the sort that could be prevented by a traffic signal.

At the 25th Street intersection, the southerly approach to State Street has the greater traffic volume (4,000 vehicles, compared to 500 on the northerly approach). A twenty-year traffic projection indicates that traffic will increase on these streets -- on the southerly approach, from 4,000 to 5,100; and on the northerly approach, which serves a well-developed residential area, it is not anticipated that there will be any significant increase in traffic.

There were 17 recorded accidents at this intersection during 1970, 1971, and the first nine months of 1972. Fifteen of these accidents could have been prevented by a traffic signal.

The proposed installation of a traffic signal at the southerly approach to the intersection will provide turning opportunities by interrupting now free-flowing traffic on State Street. The proposed interconnection and synchronization of all the traffic signals between 14th and 25th Streets -- and pretiming to provide morning, evening, and average progression -- will minimize traffic interruption. The proposed modification of the channelization on State Street at the southerly approach of 25th Street will delineate the eastbound outside lane as a right-turn-only lane for traffic entering 25th Street. This will not significantly change the existing traffic pattern and will improve safety and traffic flow by providing more positive traffic control at the intersection. The northerly approach will remain a stop street, but the interruption of traffic at the southerly approach will provide an opportunity for traffic to safely enter State

Street. A further modification under study for this intersection would limit access to State Street to a right-turn-only pattern. Traffic studies indicate that approximately 90 vehicles per day now turn left here. A maximum of one-half mile of out-of-direction travel would be necessary for these vehicles traveling east on State Street.

As stated, at the intersection of Airport Road and State Street, the installation of a fully actuated signal is proposed. Present average daily traffic on State Street is 12,600 vehicles west of the intersection and 10,100 east of the intersection; a twenty-year projection indicates that traffic will increase to 17,700 and 15,200, respectively, to the west and east of Airport Road on State Street. Airport Road has 5,000 vehicles per day, a figure which is projected to increase to 11,600 in twenty years. Proposed channelization to provide right-turn lanes and a left-turn refuge will improve safety at the intersection and will also improve flow, minimizing some of the impacts of interrupting traffic on State Street to provide for entry of other traffic from Airport Road.

Installation of advance-warning signs, lane-use indicators, and painted traffic islands as part of the project will provide additional traffic safety and improve traffic flow in the project area.

Installation of traffic signals and other modifications at the various intersections will not require the acquisition of any right-of-way, either by purchase in fee or by use of temporary or permanent easements.

Interruption of traffic during construction will be temporary and minimal.

It is not anticipated that installation of the traffic signals or related signing and striping will have any significant effect on traffic patterns or volumes. Thus there will be no significant changes in ambient air quality or noise levels, nor will the project have any adverse impact on the social or economic environment of the area.

Under the Federal Highway Administration's Instructional Memorandum 50-1-70, paragraph 2(a), and agreements with the State, this project is of a type that is exempt from State Clearinghouse review. Therefore, a Notice of Intent will not be furnished the State Clearinghouse or the local Council of Governments for the O.M.B. A-95 review process.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, paragraphs 2 through 4, nor does it have the potential to significantly adversely affect the quality of the social or natural environment.

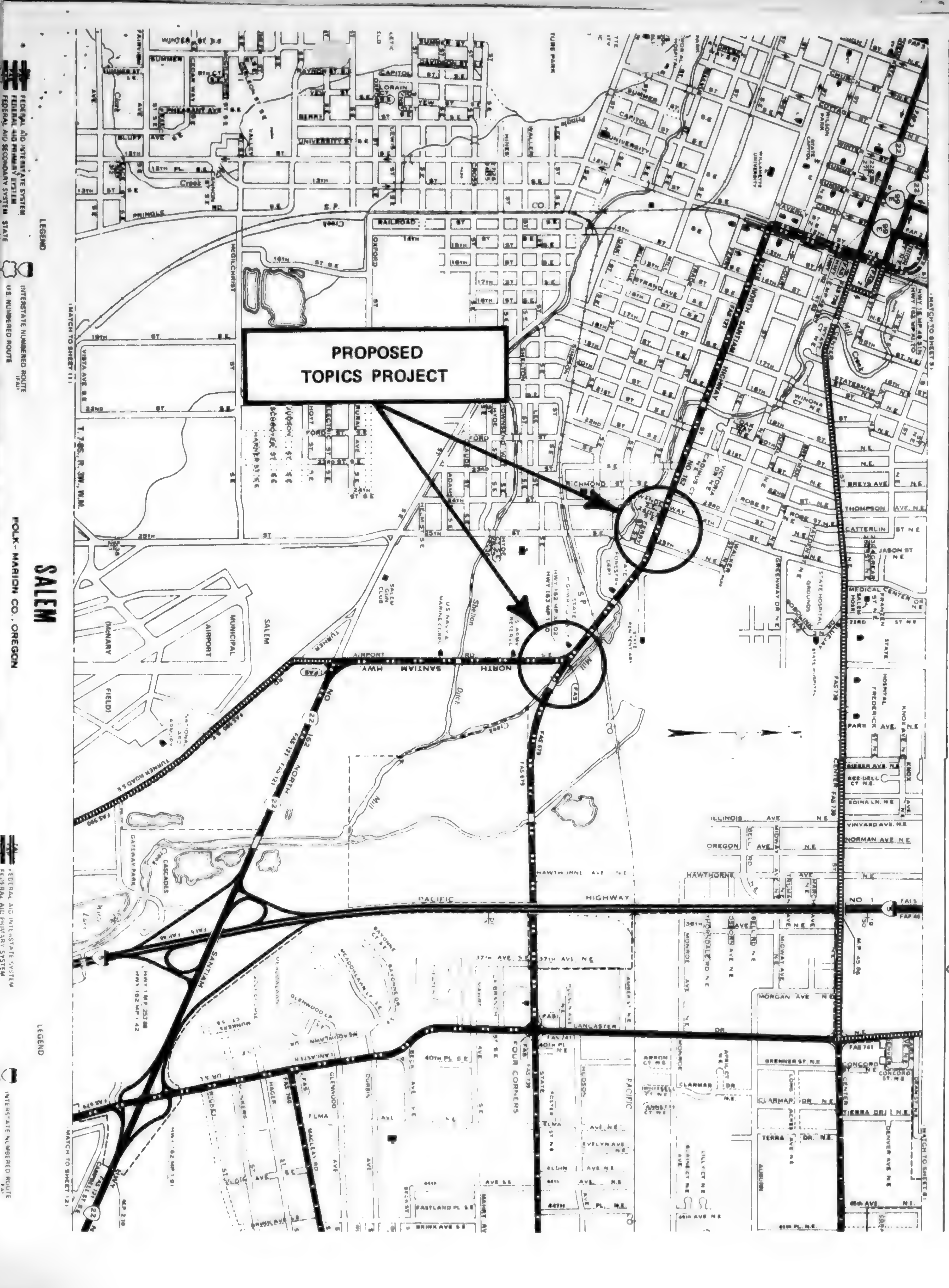
Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur ______________ Date FEB 27 1974
Division Engineer

EW:bb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. H. Young
C. O. Fredrickson

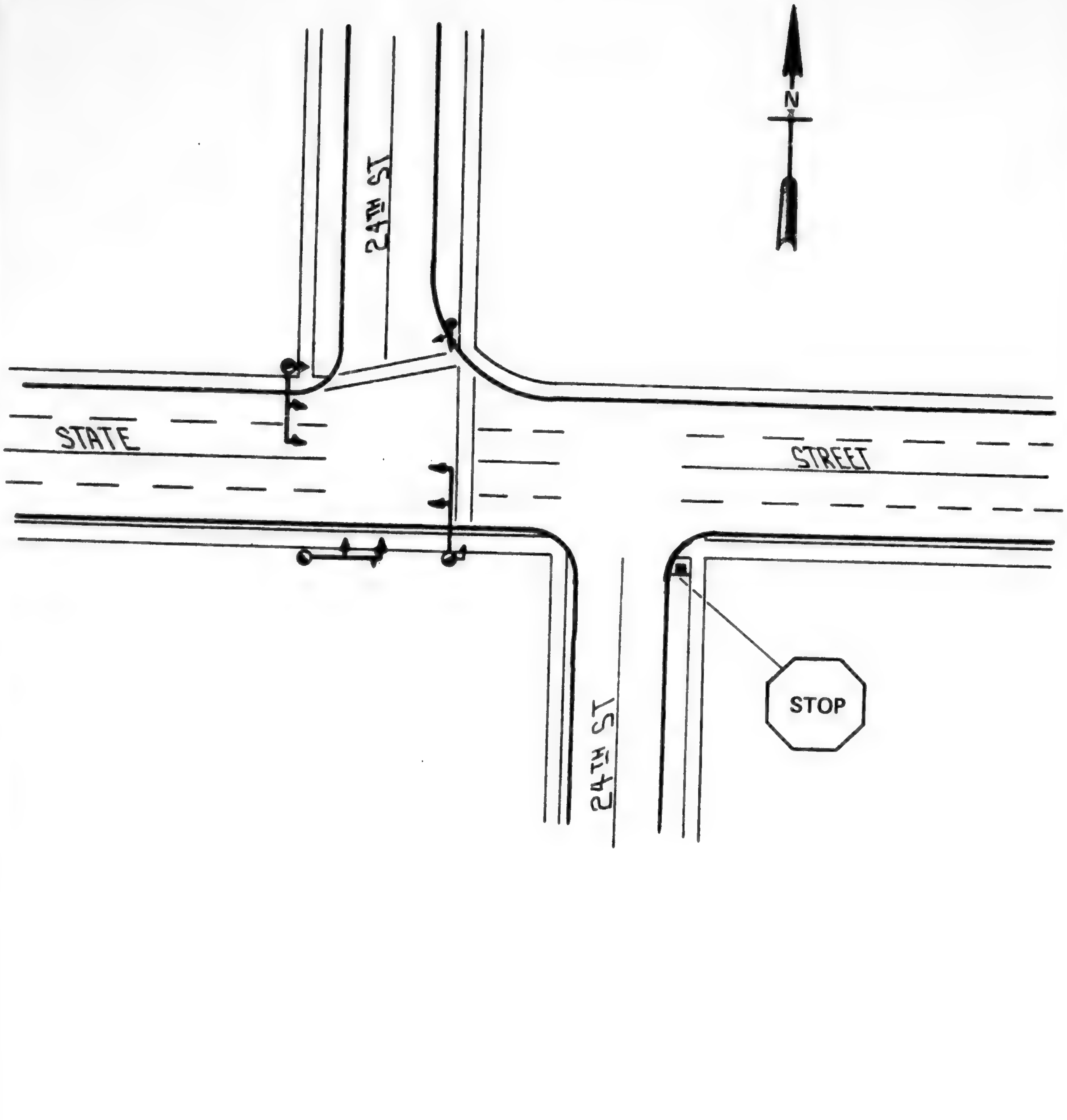


PROPOSED
TOPICS PROJECT

LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM
STATE
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
SALEM
POLK-MARION CO. OREGON
T. 7S, R. 3W, W.M.
MATCH TO SHEET 11
MATCH TO SHEET 12
MATCH TO SHEET 31
MATCH TO SHEET 81
SALEM MUNICIPAL AIRPORT
(MCNARY FIELD)
AIRPORT RD
NORTH SANTIAM HWY
PACIFIC HIGHWAY
FOUR CORNERS
LANCASTER DR.
CENTER ST
STATE HOSPITAL
WILLAMETTE UNIVERSITY
3
4
5

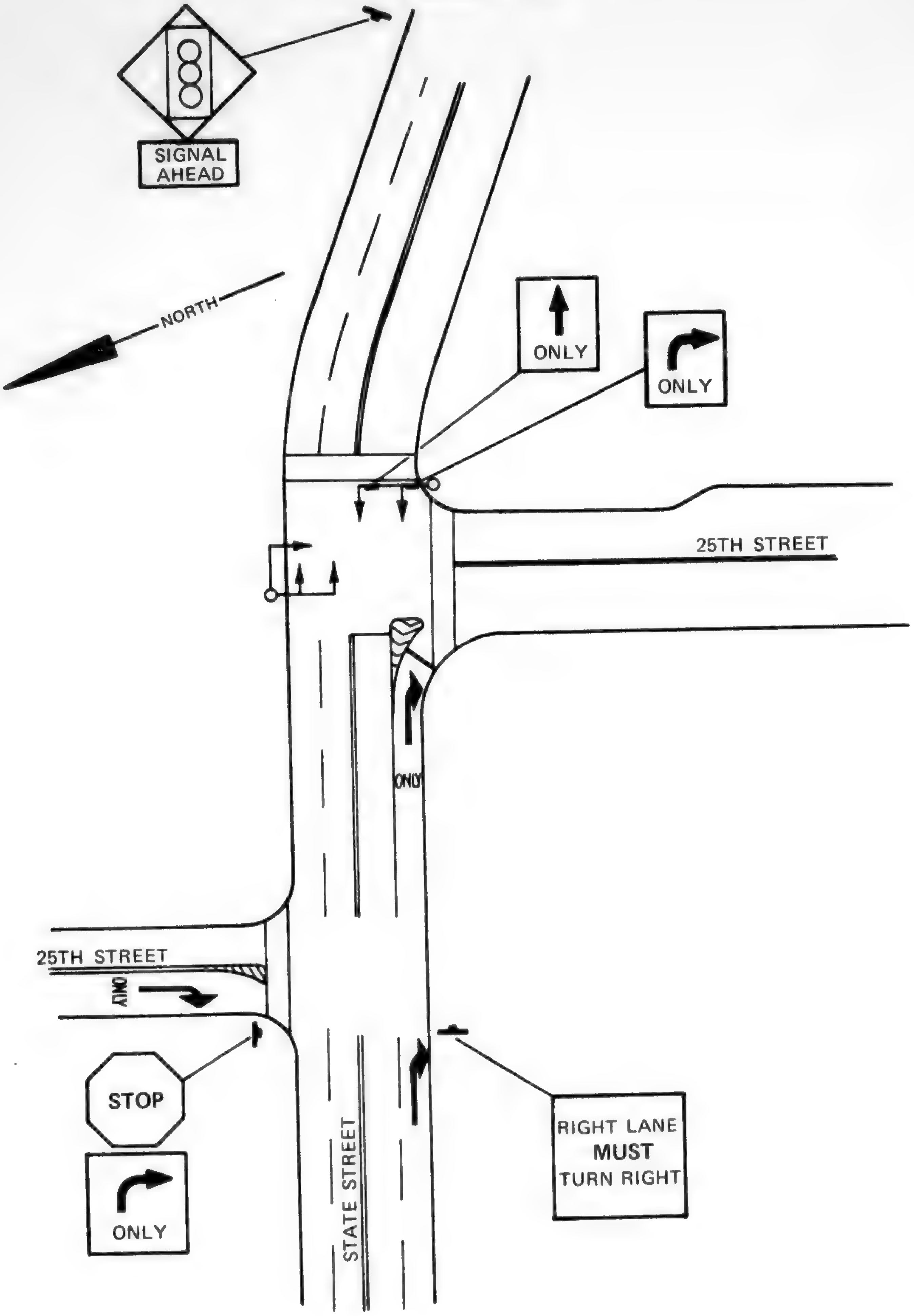
PROPOSED SIGNING AND CHANNELIZATION STATE STREET AT 24th STREET

SCALE: 1"=50'


N
24TH ST
STATE
STREET
STOP
24TH ST

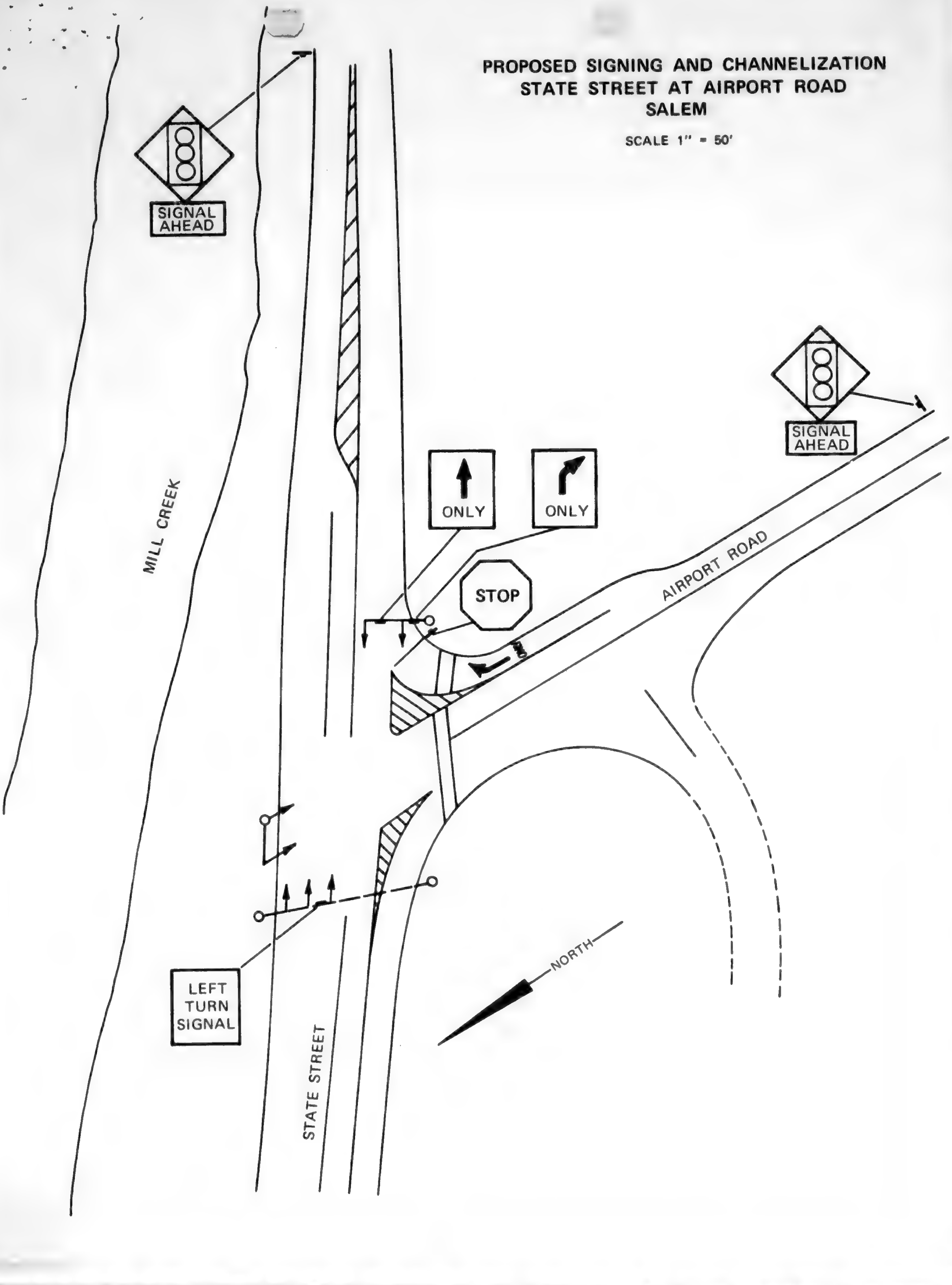
PROPOSED SIGNING AND CHANNELIZATION
25TH STREET AT STATE STREET
SALEM

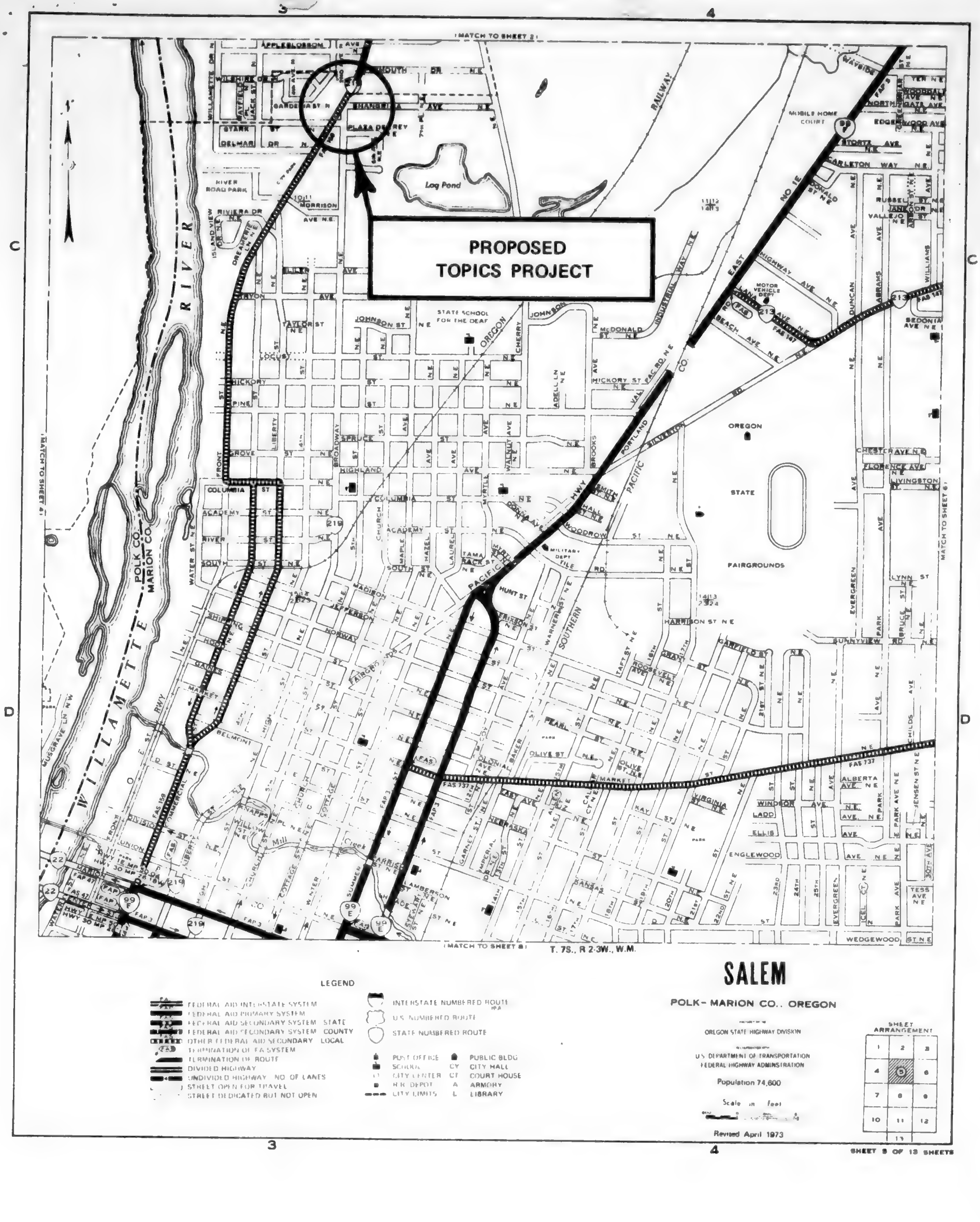
SCALE: 1" = 50'


SIGNAL AHEAD
NORTH
ONLY
ONLY
25TH STREET
ONLY
25TH STREET
ONLY
STOP
ONLY
STATE STREET
RIGHT LANE MUST TURN RIGHT

PROPOSED SIGNING AND CHANNELIZATION
STATE STREET AT AIRPORT ROAD
SALEM

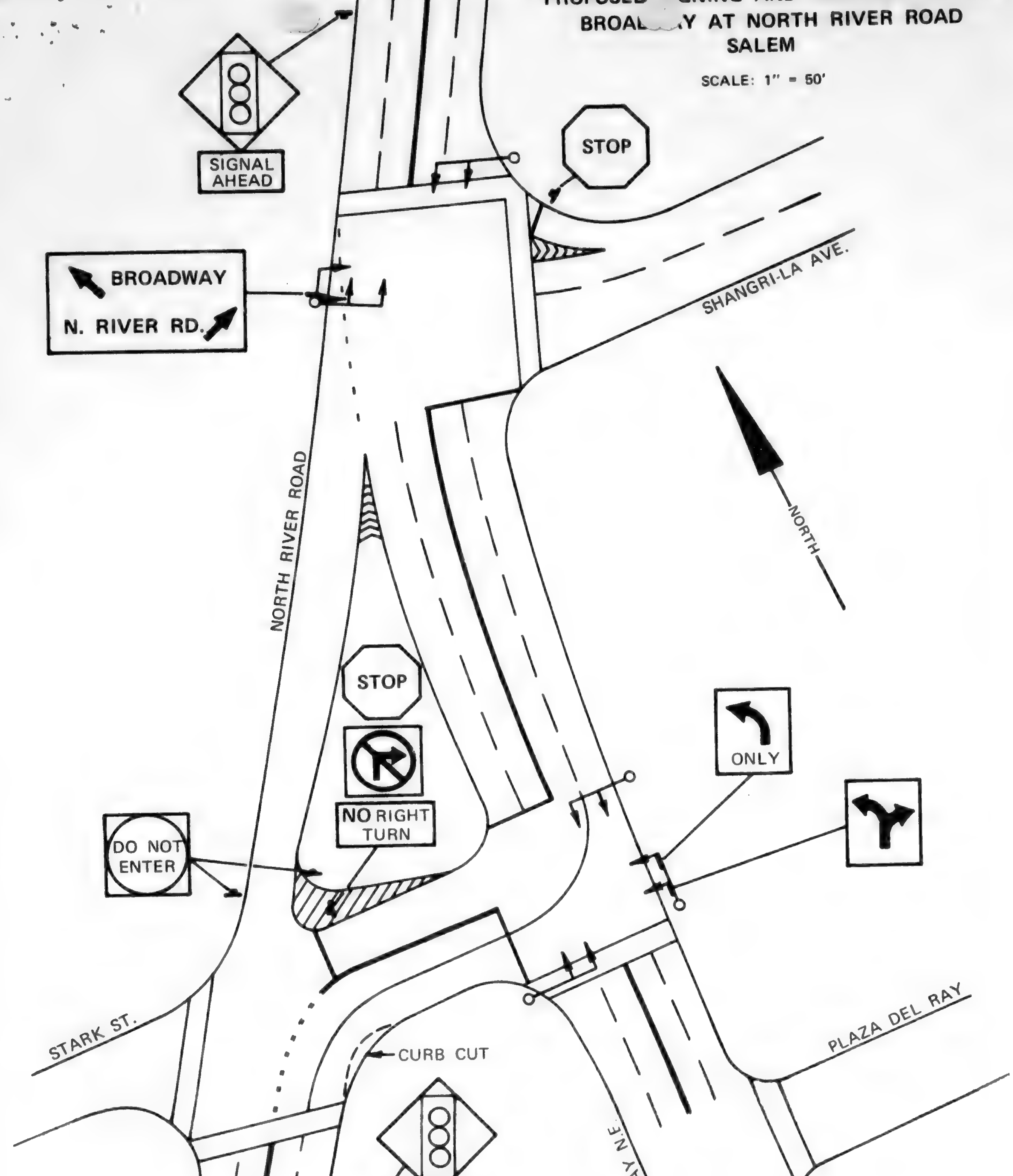
SCALE 1" = 50'


SIGNAL AHEAD
SIGNAL AHEAD
ONLY
ONLY
STOP
MILL CREEK
AIRPORT ROAD
LEFT TURN SIGNAL
STATE STREET
NORTH

PROPOSED
TOPICS PROJECT
MATCH TO SHEET 2
MATCH TO SHEET 4
MATCH TO SHEET 6
MATCH TO SHEET 8
T. 7S., R 2-3W., W.M.
WILLAMETTE RIVER
POLK CO.
MARION CO.
Log Pond
STATE SCHOOL FOR THE DEAF
MOTOR VEHICLE DEPT
MOBILE HOME COURT
RIVER ROAD PARK
MILITARY DEPT
OREGON STATE FAIRGROUNDS
SOUTHERN PACIFIC
RAILWAY
3
4
C
D
SALEM
POLK- MARION CO., OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 74,600
Scale in Feet
Revised April 1973
SHEET ARRANGEMENT
1
2
3
4
5
6
7
8
9
10
11
12
13
SHEET 5 OF 13 SHEETS
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM STATE
FEDERAL AID SECONDARY SYSTEM COUNTY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

PROPOSED SIGNING AND CHANNELIZATION
BROADWAY AT NORTH RIVER ROAD
SALEM

SCALE: 1" = 50'


SIGNAL AHEAD
STOP
BROADWAY
N. RIVER RD.
SHANGRI-LA AVE.
NORTH
NORTH RIVER ROAD
STOP
NO RIGHT TURN
DO NOT ENTER
ONLY
STARK ST.
CURB CUT
PLAZA DEL RAY
BROADWAY N.E.
SIGNAL AHEAD

T

salem

CITY
OF SALEM,
OREGON
City Hall/555 Liberty St. S. E.
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

January 10, 1974

RECEIVED
COUNTY & CITY SECTION
JAN 11 1974
☐ ENGR. ☑ COOR. ☑ GE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Mr. H. S. Cox
County-City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Richard Bladorn

Re: TOPICS Project
Broadway at North River Road Right-of-Way

Dear Mr. Cox:

As you requested, we are submitting to you the existing plans for the right-of-way in the vicinity of the corner cut for the subject TOPICS Project.

As shown on the attached project drawing, the corner cut and sidewalk realignment would involve no right-of-way acquisition.

If there are any further questions, please contact us.

Very truly yours,

S Douglas Van Dyke

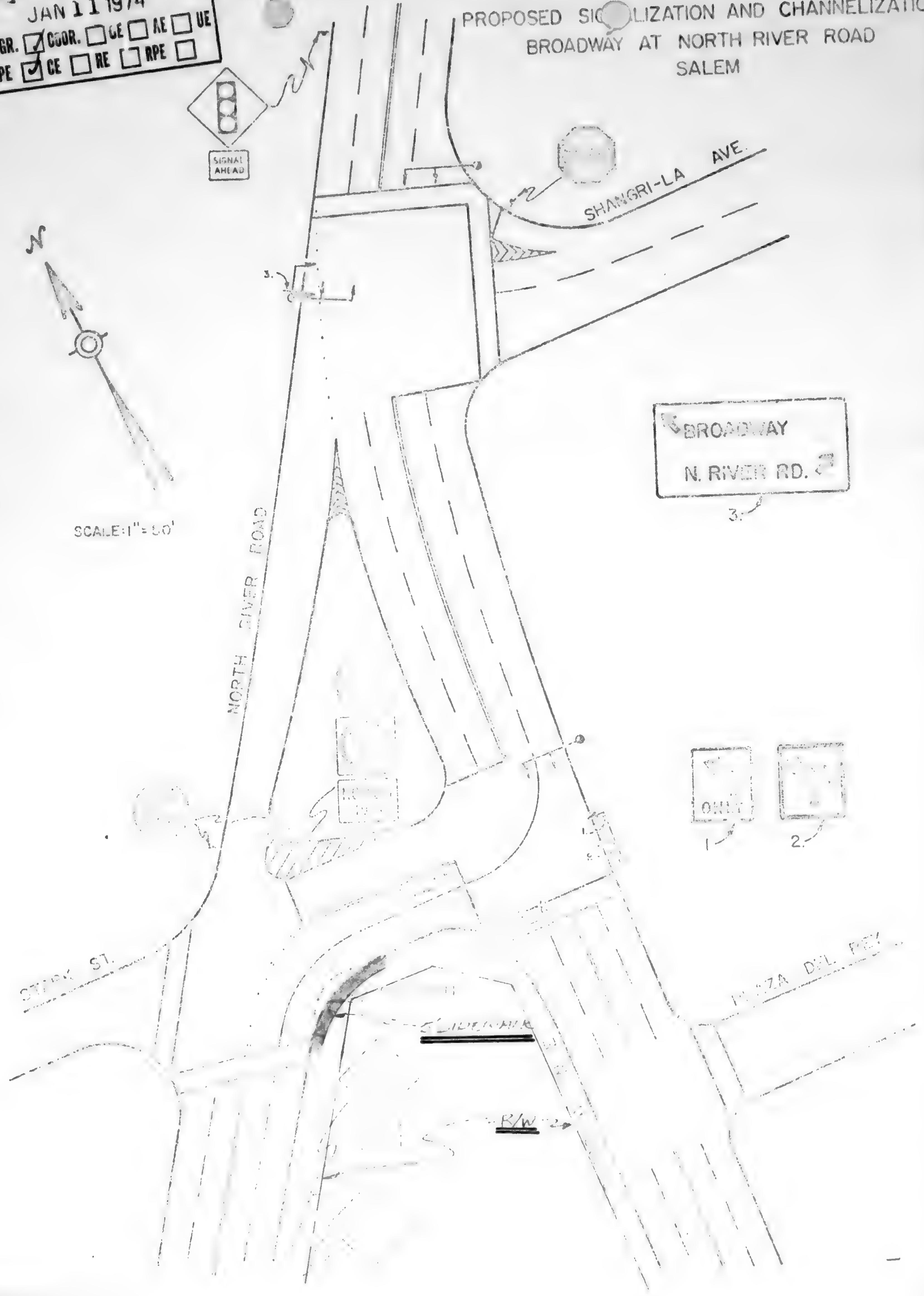
S. DOUGLAS VAN DYKE
Traffic Engineer

LG:skl

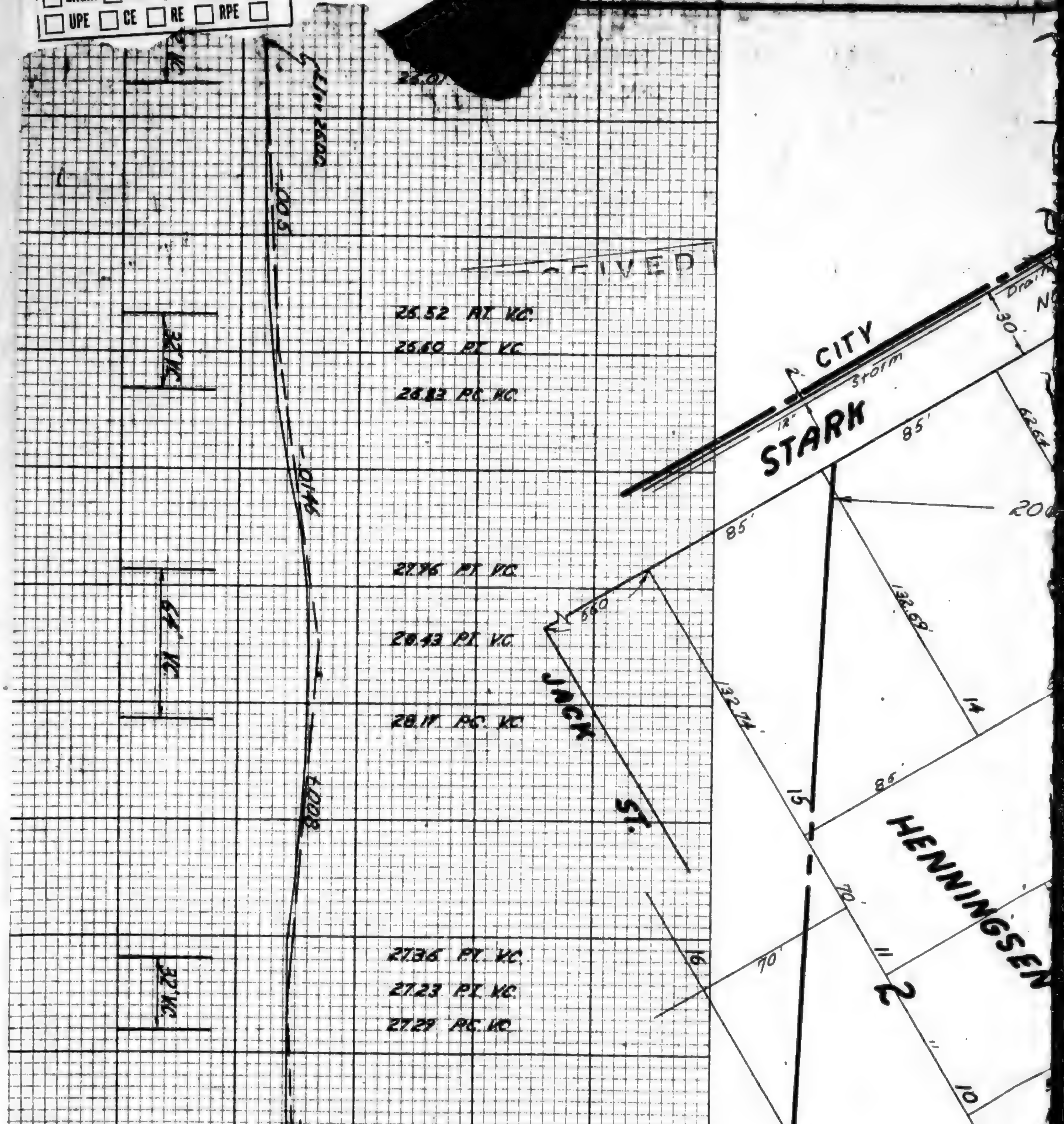
CC: E. WALSH

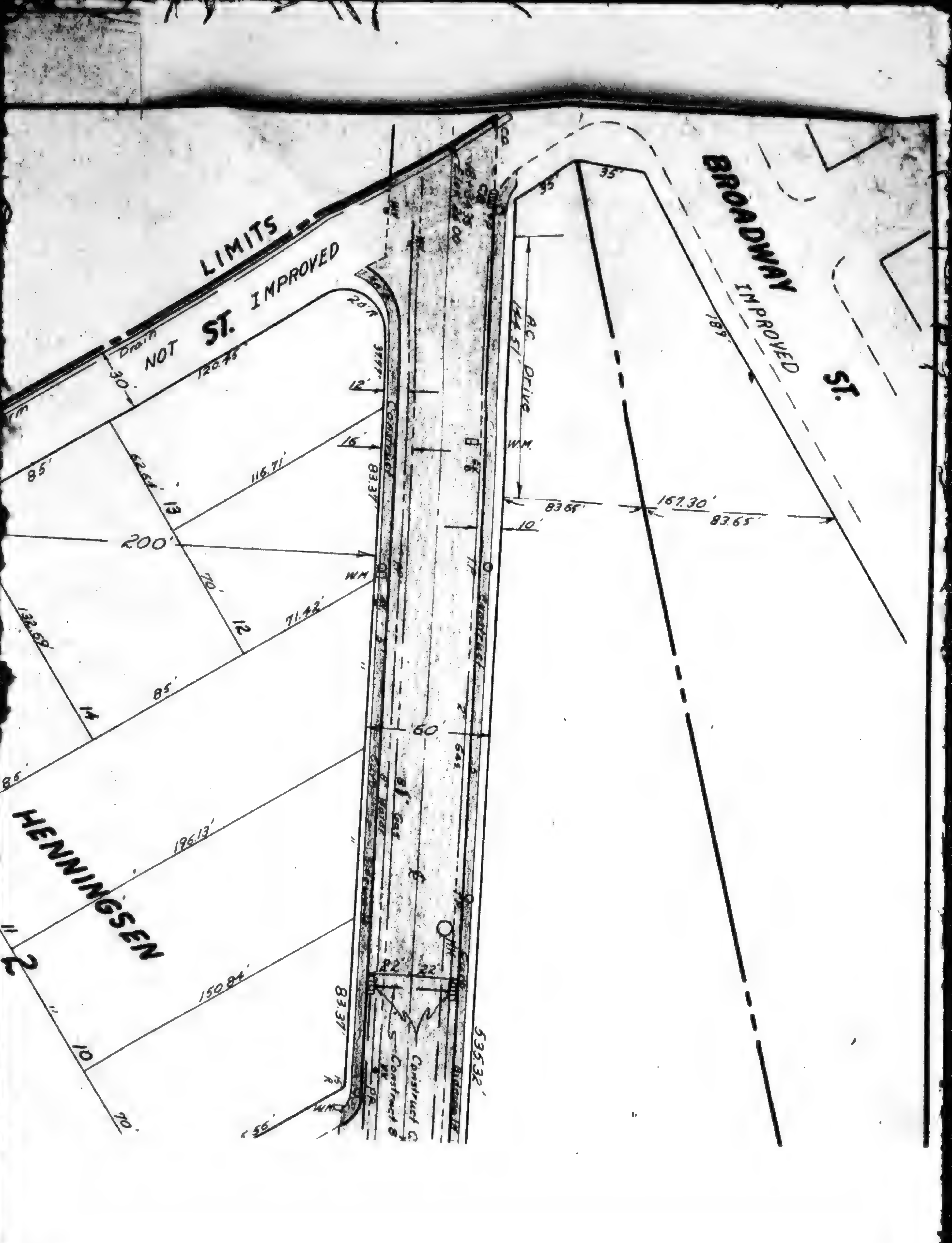
RECE
COUNTY & CITY SECTION
JAN 11 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

PROPOSED SIG[illegible]LIZATION AND CHANNELIZATION
BROADWAY AT NORTH RIVER ROAD
SALEM


SIGNAL AHEAD
SHANGRI-LA AVE.
N
3.
SCALE: 1"=50'
NORTH RIVER ROAD
BROADWAY
N. RIVER RD.
3.
ONLY
1.
2.
STARK ST.
PLAZA DEL REY
SIDEWALK
R/W

RECEIVED
COUNTY & CITY SECTION
JAN 11 1974
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


26.52 P.T. V.C.
26.60 P.I. V.C.
26.83 P.C. V.C.
27.96 P.T. V.C.
28.43 P.I. V.C.
28.17 P.C. V.C.
27.36 P.T. V.C.
27.23 P.I. V.C.
27.29 P.C. V.C.
32' V.C.
64' V.C.
32' V.C.
CITY
Storm
Drain
12"
30'
STARK
85'
85'
200
62.64
132.69'
132.74'
550
JACK
ST.
14
15
85'
HENNINGSEN
70'
70'
16
11
2
10
170'
70'


LIMITS
NOT ST. IMPROVED
Drain
30'
120.75'
20' R
37.91'
12'
16'
85'
62.64'
13
116.71'
200'
W.M.
70'
12
71.42'
132.69'
85'
14
86'
HENNINGSEN
196.13'
11
2
150.84'
10
70'
83.37'
83.37'
60
Gas
22'
22'
Construct
Construct C
W.M.
535.32'
BROADWAY
IMPROVED
ST.
35'
35'
189'
A.C. Drive
144.51'
W.M.
83.65'
167.30'
83.65'
10'

Form FHWA 121 (Rev. 5-73)

8031

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300, Salem OR 97308

DATE: January 7, 1974

SUBJECT: Airport Highway Clearances

In reply refer to: 10-41-EC2/727
XRef: T-5019(5)
T-5028(3)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

NOTED
A. E. JOHNSON

Attached are fully signed copies of the sketch maps indicating concurrence in a finding in the public interest with regard to the construction of the Salem and Medford TOPICS projects located within 2 miles of their respective airports.

Copies of these have been forwarded to the Federal Aviation Administration in Seattle, and we will advise you of any comments they may generate.

G. L. Green

Enclosures
Sketch maps (Medford and Salem)

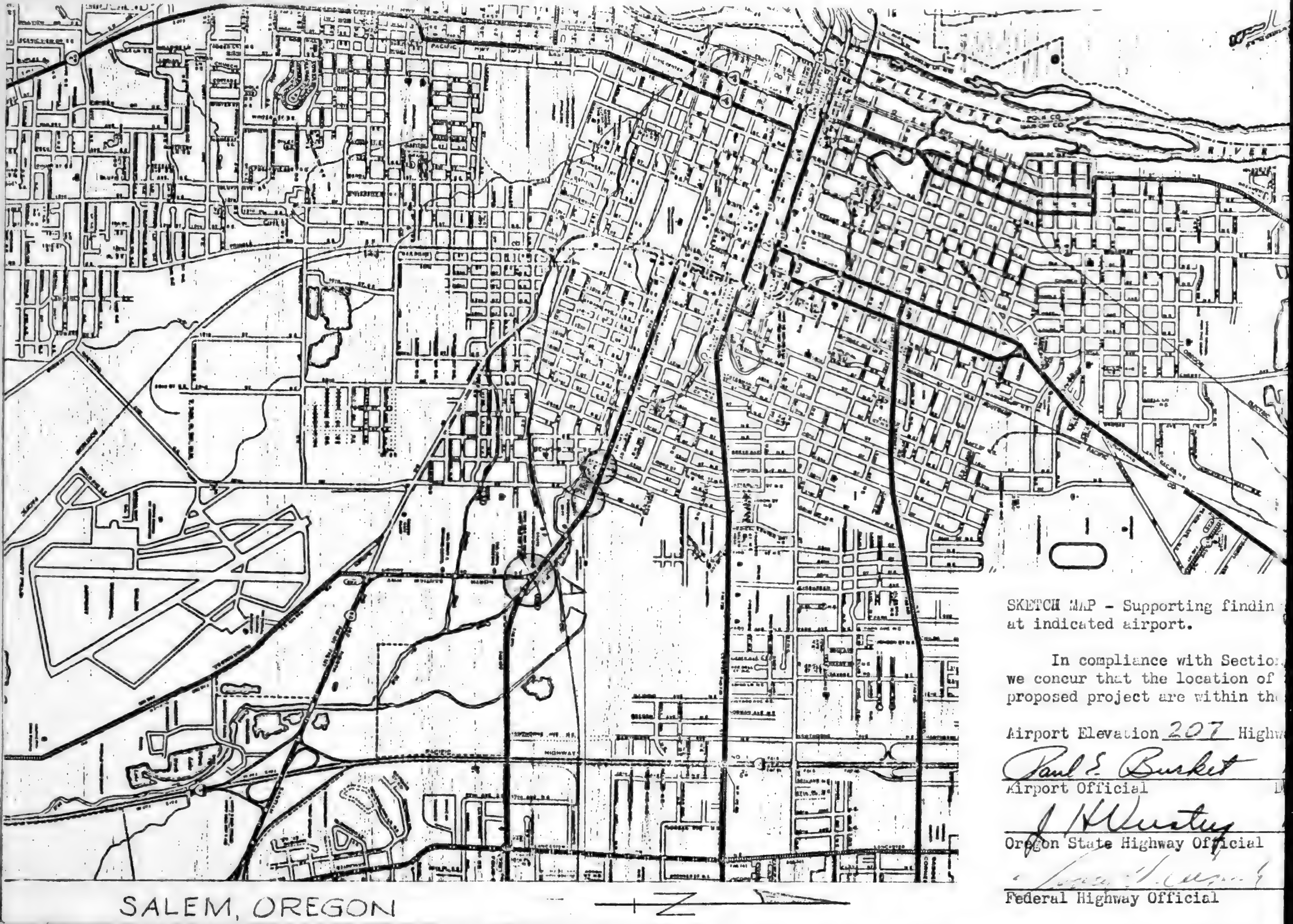
NOTED
E. S. HUNTER

cc Young
Wolfe
Shirley
1-11-74

RECEIVED
STATE HWY ENGR
JAN 9 '74
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

RECEIVED
JAN 10 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER



SALEM, OREGON

SKETCH MAP - Supporting findin
at indicated airport.

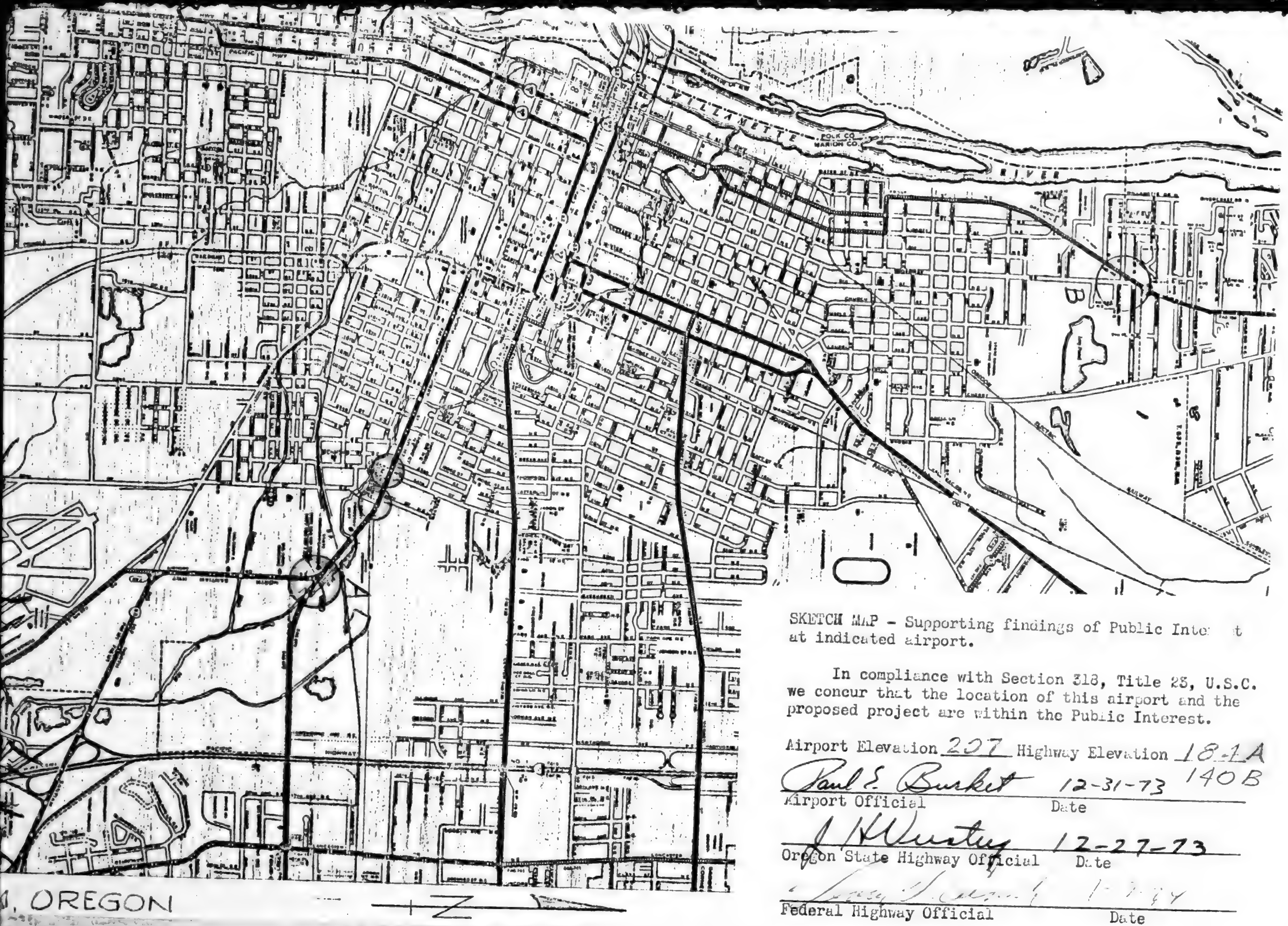
In compliance with Sectio
we concur that the location of
proposed project are within th

Airport Elevation 207 Highw

Paul E. Burket
Airport Official D

J H Westey
Oregon State Highway Official

Federal Highway Official


WILLAMETTE RIVER
POLK CO.
MARION CO.
B
M, OREGON
N

SKETCH MAP - Supporting findings of Public Interest at indicated airport.

In compliance with Section 318, Title 23, U.S.C. we concur that the location of this airport and the proposed project are within the Public Interest.

Airport Elevation 207 Highway Elevation 181A 140B

Paul E. Burket 12-31-73
Airport Official Date

J H Wustey 12-27-73
Oregon State Highway Official Date

1-7-74
Federal Highway Official Date

8031

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December ~~18~~, 1973
20

SUBJECT: 25th Street-Airport Road Section
North Santiam Highway
City of Salem

To: Mr. E. S. Hunter
Assistant State Highway Engineer

Attached is a communication from Gerald Wimer re subject. You may recall that when Cooper was State Highway Engineer we were going to four-lane this section of State Street on a 25-75 basis. It developed that the City was going to pay its 25 percent by assessing the abutting properties which in effect made it a 100 percent State project. Coop blew the whistle and we dropped it.

I am of the opinion that unless it would revert to a true 25-75, we leave it alone, the fact that we will at some later date have to change traffic signal standards not withstanding.

I solicit your guidance.

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

Att.

VDW:mc

Vic 12-20-73
No funding available other than bonds for several years. If signals are needed other schedule be installed as planned. ESH
[illegible]

12-20-73
orignal to
Vic Wolfe

RECEIVED
DEC 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE December 11, 1973

TO Victor Wolfe
LOCATION ENGINEER

FROM Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

SUBJECT 25th Street-Airport Road Section
on State Street in the City of Salem
North Santiam Highway

Topics Agreement T-5028 (3) with the City of Salem calls for contracting traffic signals at each end of the subject section. It is understood the traffic signal contract must be before June 30, 1974.

Right-of-way has been acquired, grading plans prepared, and bridge plans prepared for widening this section of the North Santiam Highway. A cooperative agreement with the City of Salem fell through when they attempted to assess the abutting State properties for their share. That would have resulted in a 100 percent State contribution.

In the current discussions with the various COG's Cities, and Counties for State bond fund projects there is every indication that no cooperation would be required. There are also new Federal funding programs in the mill. The latter would earmark certain Federal funds for the City of Salem.

It would appear every consideration should be given to widening this section before the signals are installed. Traffic is very high. New thinking ought to be given to the financing question.

The only revisions in the plans would be that necessary to accommodate the bikeway, and some review ought to be given the curb at the 24th Street intersection.

It is understood that only a negative EIS statement is needed on Federal projects where the Right-of-way has already been acquired and no such statement on a entirely State funded project.

Whatever consideration you can give to an early contracting of this section would be appreciated.

RECEIVED
[illegible] 1973
LOCATION

GW/ek
cc: H. S. Cox

8031

12-11-73

TRANSACTION NUMBER 12-32

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-11-73

BY (Signature): MR. YOUNG'S LETTER OF NOVEMBER 28, 1

TITLE: OFFICE ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 84 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) WORK	LOCATION
84	T-5028(3)	0.0	130,000	101,590	STATE STREET & BROADWAY NORTH EAST (SALEM) MARION COUNTY	PRELIMINARY ENGINEERING, TRAFFIC SIGNALS & CHANNELIZATION.

RECEIVED
STATE HWY ENGR
DEC 13 '73
REFER TO
FOR
Info Inves R/D D/R Sign Act File

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

12-14-73
original to
S. H. Young

NOTED
E. S. HUNTER

RECEIVED
DEC 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-11-73	G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-65

8031

November 28, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young, Office Engineer

SUBJECT Program Data Submission
Project No. T-5028(3)

We are submitting program data for one TOPICS project, Item No. 84, Project No. T-5028(3), "State Street and Broadway N.E. (Salem) Section," which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for PS&E preparation as soon as location/design approval is granted.

The project is exempt from State Clearinghouse and District 3 Clearinghouse review and comments under working agreements dated April 28, 1970 and October 15, 1970, respectively.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

An environmental statement will be submitted in compliance with the requirements of PPM 90-1.

JG:bb
Enc.

MONTHLY TRANSACTION NO. 12-32

DATE SUBMITTED TO W.O. DEC 11 1973

FORM PR-1 (REV. 4-61)

11-28-73

Budget Bureau No. 41-R2067; Appro

U.S. DEPA
BUR

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 City of Salem	ADT	PRESENT *	FUTURE (66) (70) *	YEAR (71) (72) 93	REGION 10	STATE NAME Oregon	ST CO (2
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 P.E., Traffic Signals, Channelization	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73) 62	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14 23: T- NUMBER 7: 5028 SEQ. (
CARD 4	CLASS OF FEDERAL FUNDS TOPICS							COUNTY NAME Marion	CODE (14) (16) 047
	NAME OF URBAN AREA 17-31 Salem							ROUTE NO. T S FEDERAL-AID: 121, 159 & 679 (32) STATE: -- (36) U.S. (37): -- (41)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5	10			1	**PE**	3	City of Salem	0.0	3,000	2,340	330	330 (City)	P.E. inst sign minc by s isla
5					**ROW**								
5	30	N (12)		3	**CONST** (CODE) (Safety) Y031	3	"State St. & Broadway NE (Salem) Section"	0.0	127,000	99,250	13,875	13,875 (City)	ROW- cont rest
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.0	130,000	101,590	14,205	14,205 (City)	
1	14								(16) (23)	(24) (33)			

PROGRAM APPROVAL DATES

DEC 11 1973

FHWA OREGON DIVISION

REMARKS

*See back for present and future ADT.

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COUNTY & CITY SECTION
DEC 13 1973
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

USCO

12-32

DEC 11 1973

FORM PR-1
(REV. 4-61)

11-28-73

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

JECT LOCATION (45 typewriter spaces) ty of Salem	ADT	PRESENT *	FUTURE *	YEAR 93	REGION 10	STATE NAME Oregon	STATE CODE 35 / APPN CODE 077 / ITEM NO. 84

WORK (35 typewriter als, Channeliza-	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. 6 .	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) T- / NUMBER 5028 / SEQ. NO. (3) / I. Projects Only: POST MI. / DESIG.

TOPICS

Salem

225

COUNTY NAME: Marion CODE 047

ROUTE NO.: T S FEDERAL-AID 121, 159 & 679 STATE -- U.S. --

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E	3	City of Salem	0.0	3,000	2,340	330	330 (City)	P.E. all phases; install traffic signals, and provide minor channelization by striping and island modification.
OW								
NST (DE) ty) 31	3	"State St. & Broadway NE (Salem) Section"	0.0	127,000	99,250	13,875	13,875 (City)	ROW-60' min.; Access control-none; Parking restrictions-partial.
		PROJECT TOTALS	0.0	130,000	101,590	14,205	14,205 (City)	

(Header above cost columns: ESTIMATED PROJECT COST BY PHASES)

RECEIVED
COUNTY & CITY SECTION
DEC 13 1973
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

VAL DATES

REMARKS

*See back for present and future ADT.

VISION

-OVER-

USCOMM DUSCOMM-DC 46905-P61

STATE ST. & BROADWAY NE (SALEM) SECTION
PROJECT NO. T-5028(3)

ADT: Count is traffic entering intersection.

Intersection	Present	Future
1. State St. & 24th St.	16,500	20,100
2. State St. & 25th St.	16,500	20,100
3. State St. & Airport Rd.	12,600	17,700
4. River Rd. N. & Broadway	18,700	28,000

Existing Facilities: Each intersection as follows:

State St. (FAS-121) & 24th: No traffic control signal; stop signs on 24th. State St. -- 44' curb section, 4-lane facility; no parking either side. 24th St. -- 24' curb section, 2-lane facility, no parking either side.

2. State St. (FAS-121) & 25th: No traffic control signal; stop signs on 24th. State St. -- East side: same as 1. above. West side: 31' section with curb on N. side, 2-lane facility. 25th St. -- 24' curb section, 2-lane facility, no parking either side.

3. State St. (FAS-121 & 679) & Airport Rd.: No traffic control signal; stop signs on Airport Rd. State St. -- 31' section with curb on S. side, 2-lane facility. Airport Rd. -- 32' section with partial curb, 2-lane facility.

4. River Rd. (FAS-159) & Broadway: No traffic control signal; stop signs on River Rd. River Rd. N. -- 44' curb section, 4-lane facility, no parking either side. Broadway NE -- 44' curb section, 4-lane facility, no parking either side.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.

2. State St. at 24th and 25th: Install pretimed 2-phase traffic control signals at each intersection.

3. State St. at Airport Rd.: Install full traffic actuated 2-phase traffic control signals.

4. River Rd. at Broadway: Install full traffic actuated 3-phase traffic control signals.

5. Interconnect signals on State St. at 24
under 2. above) with traffic control si
17th and 23rd Streets.

6. Provide minor intersection channelizati
at the four intersections and also reco
Broadway intersection.

NOTE: The proposed project is classifi
because it is the opinion of the City a
these various intersections have a pote
of such magnitude to qualify under prov
the fact that these intersections have
accidents. The proposed signal work an
the flow of traffic, will reduce substa
occurring at these intersections.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None invol
is not required.

System Action: None required.

Railroads, Airports, Water Developments, Hi
None involved.

NOTE: Salem Municipal Airport (McNary Fiel
southerly of the State Street traffic contr
work will not cause any conflict.

PPM 90-1 Requirements: Environmental state
ance with the requirements of PPM 90-1.

A-95 Review: Exempt from State Clearinghou
under working agreements dated April 28, 19
respectively.

Public Hearings: None required under provi

Control of Utilities: The State does not h
authority to control the use by Utilities o
State-City agreement is being prepared to c
30-4.1.

Maintenance of Traffic Operations Improveme
ing maintenance obligations will be prepare
PPM 21-18.

T. & BROADWAY NE (SALEM) SECTION
PROJECT NO. T-5028(3)

entering intersection.

	Present	Future
t.	16,500	20,100
t.	16,500	20,100
t Rd.	12,600	17,700
adway	18,700	28,000

Each intersection as follows:

) & 24th: No traffic control signal; stop signs
. -- 44' curb section, 4-lane facility; no park-
24th St. -- 24' curb section, 2-lane facility,
side.

) & 25th: No traffic control signal; stop signs
-- East side: same as 1. above. West side:
urb on N. side, 2-lane facility. 25th St. -- 24'
ane facility, no parking either side.

& 679) & Airport Rd.: No traffic control signal;
ort Rd. State St. -- 31' section with curb on S.
ity. Airport Rd. -- 32' section with partial curb,

) & Broadway: No traffic control signal; stop
River Rd. N. -- 44' curb section, 4-lane facility,
side. Broadway NE -- 44' curb section, 4-lane
ng either side.

posed work is as follows:

iminary engineering.

and 25th: Install pretimed 2-phase traffic control
tersection.

rt Rd.: Install full traffic actuated 2-phase
gnals.

way: Install full traffic actuated 3-phase traffic

5. Interconnect signals on State St. at 24th and 25th Streets (installed under 2. above) with traffic control signals on State St. at 14th, 17th and 23rd Streets.

6. Provide minor intersection channelization by striping, as required, at the four intersections and also reconstruct island at River Rd. and Broadway intersection.

   NOTE: The proposed project is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that these various intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that these intersections have experienced a high number of accidents. The proposed signal work and channelization, by controlling the flow of traffic, will reduce substantially the number of accidents occurring at these intersections.

Additional Right-of-Way: None required.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

System Action: None required.

Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

NOTE: Salem Municipal Airport (McNary Field) lies approximately 0.9 mile southerly of the State Street traffic control signal work. The proposed work will not cause any conflict.

PPM 90-1 Requirements: Environmental statement will be submitted in compliance with the requirements of PPM 90-1.

A-95 Review: Exempt from State Clearinghouse and District 3 Clearinghouse under working agreements dated April 28, 1970 and October 15, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A City-State agreement covering maintenance obligations will be prepared to comply with paragraph 9 of PPM 21-18.

STATE ST. & BROADWAY NE (SALEM) SECTION - contd.

Data for PR-37:

a. Preliminary Engineering

Field Work- - - - - - - - - - - - - -	$2,000
PS&E Prep.- - - - - - - - - - - - - -	1,000
Total- - - - - - - - - - - - - -	$3,000

b. 100% of project is on FA Secondary System.

NOTE: The project is in Congressional District No. 2.

2-8031

November 9, 1973

City of Salem
City Hall
Salem, Oregon 97301

Attention: Miss Betty J. Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4827

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement for the installation of traffic signals on State Street at 24th and 25th Streets and at Airport Road and on Broadway at River Road North.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

FN:db
Attachment
cc: H. S. Cox (Agreement attached)

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: November 6, 1973

CITY: SALEM

SECTION: State St @ 24th, 25th Streets & Airport Rd. & Broadway @ River Road North

PROPOSED WORK:
Traffic signal~~s~~ & channelization.

COSTS:

	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	127,000	99,250	13,875	13,875	
P.E.	3,000	2,344	328	328	
		FIELD 2,000		P.S.& E. Preparation 1,000	

EXISTING FACILITIES:

State Street - (24th-25th Streets) - 44' AC pavement with curbs & sidewalks, 4 travel lanes, no parking either side.

" " - (at Airport Road) - 31' AC pavement with gravel shoulder on north side and curb on south side, 2 travel lanes.

24th & 25th Streets - 24' AC pavement with curbs & sidewalks, 2 travel lanes, no parking on either side.

Broadway & River Road North - 44' AC pavement with curbs, 4 travel lanes, no parking either side.

PROJECT DATA:

Install pretimed two-phase traffic signals at 24th & 25th Streets.
Install two-phase full traffic actuated traffic signals at Airport Road.
Install three-phase full traffic actuated traffic signals on Broadway at River Road North.
Interconnect signals at 24th & 25th Streets with signals at 14th, 17th & 23rd Streets.
Provide minor intersection channelization as required to control traffic flow.

ENVIRONMENTAL IMPACT: A negative declaration will be prepared.
PROJECT NO.: T-5028( )
ADDITIONAL RIGHT OF WAY: None required
SYSTEM ACTION: None
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: State St - FAS 121, River Road North - FAS 159
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 4 CLEARINGHOUSE APPROVAL: Exempted October 15, 1970
HEARING: None required
ACCESS CONTROL: None
PARKING RESTRICTIONS: No change

☑ ENGR. ☑ ASST. ☑ [illegible] ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

ADT: 1973 - 14,000 (State St)
1973 - 15,000 (Broadway)

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

ATT.
7/6/71

Form E-39 (Rev. 5-71)

T

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Salem Area TOPICS Projects	Date 10-29 1973
Highway N. Santiam and other city streets	Authorization No. 1
County Marion	Survey Prefix 24-0604 (Assigned by Salem office)

Description of termini, route, length, etc.:

Traffic signal installations and channelization
Signals: State St. @ 24th St., 25th St., and Airport Rd.

Signals and channelization: Broadway NE @ River Road N.

RECEIVED
COUNTY & CITY SECTION
JAN 2 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Purpose of survey: TOPICS
Prepare plans, estimates and specifications for traffic signal installations and channelization

Estimate of cost:

Resident Engr.	(901)	1,000.00
Traffic	(911)	1,200.00
Specifications	(921)	500.00
Final Design	(905)	

Total estimated cost of survey	$ 2,700
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: B Taylor
Traffic Office Engr. ~~Field Engineer~~

Recommended for Approval:
Traffic Control Engr. ~~Regional Engineer~~

Recommended for Approval:
Traffic Engr. DDW ~~Location Engineer~~

Approved: L A Young for E. S. Hunter
Assistant State Highway Engineer

SP*22604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 12-11-73
FED. AID TOPICS STATE

8031

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 4Q

DATE September 12, 1973

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed TOPICS Projects

File Sec. of States
A.F.B.

There will be before you at the September 19 meeting requests for TOPICS projects from the Cities of Medford, Salem, and Woodburn. All three are for the installation of traffic signals, one intersection each in Medford and Woodburn and four intersections in Salem.

These projects have been investigated and are eligible for funding under the Federal-Aid TOPICS Program.

I recommend approval of these requests.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
R. L. Schroeder
H. S. Cox
L. E. George
V. E. Skoog
L. H. Young
Victor D. Wolfe
J. H. Versteeg
C. O. Fredrickson
A. Shirley, Jr.
Gary Sund
Bob Whipps

RHB:lat dpy

Copy

SUMMARY, TOPICS FUNDS
Fiscal Year 1970, 1971, 1972, and 1973 Projects

CITY	SECTION	PROGRAMED AMOUNT	STATE COST
MEDFORD	Birch Avenue-Crater Lake Highway Rogue Valley Highway Traffic signal, channelization, and illumination	$ 45,000	$ 5,000
SALEM	State Street @ 24th Street, 25th Street and Airport Road Broadway N.E. @ River Road N. Traffic signals and channelization	130,000	14,000
WOODBURN	Pacific Highway E. @ Young Street Traffic signal	35,000	11,000
	TOTALS	$210,000	$30,000

no double space

SUMMARY BY FISCAL YEAR (FEDERAL FUNDS)	1970, 71, & 72	1973	TOTAL
Allocated Funds (Federal)	$4,153,000	$870,000	$5,023,000
Approved Projects (corrected to date)	4,153,000	446,000	4,599,000
Balance	--	424,000	424,000
~~Proposed~~ New Projects: 9/19/73	--	132,000	132,000
Unprogramed Balance	--	$292,000	$ 292,000

Tab 73-d
9/5/73

CITY OF SALEM
Proposed TOPICS Project

State Street (FAS 121) @ 24th Street, 25th Street, and Airport Road.
Broadway N.E. @ River Road N. (FAS 159).

Traffic signals and channelization, $130,000.

Install pre-timed two-phase traffic signals on State Street @ 24th Street and 25th Street.

Interconnect new signals with existing signals on State Street at 14th, 17th, and 23rd Streets.

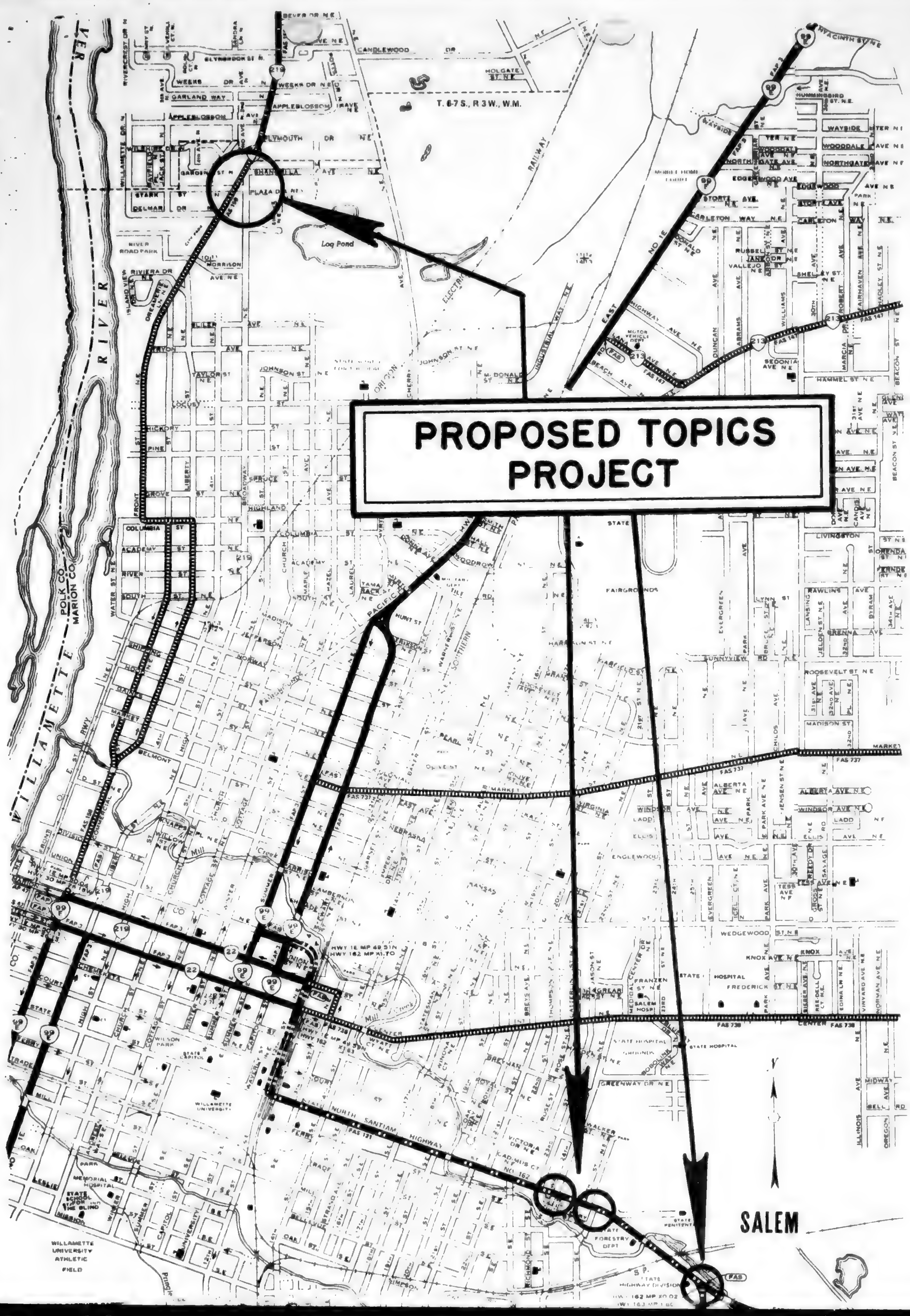
Install two-phase, full traffic-actuated traffic control signal on State Street at Airport Road.

Install full traffic and pedestrian-actuated three-phase traffic signal on Broadway N.E. at River Road N.

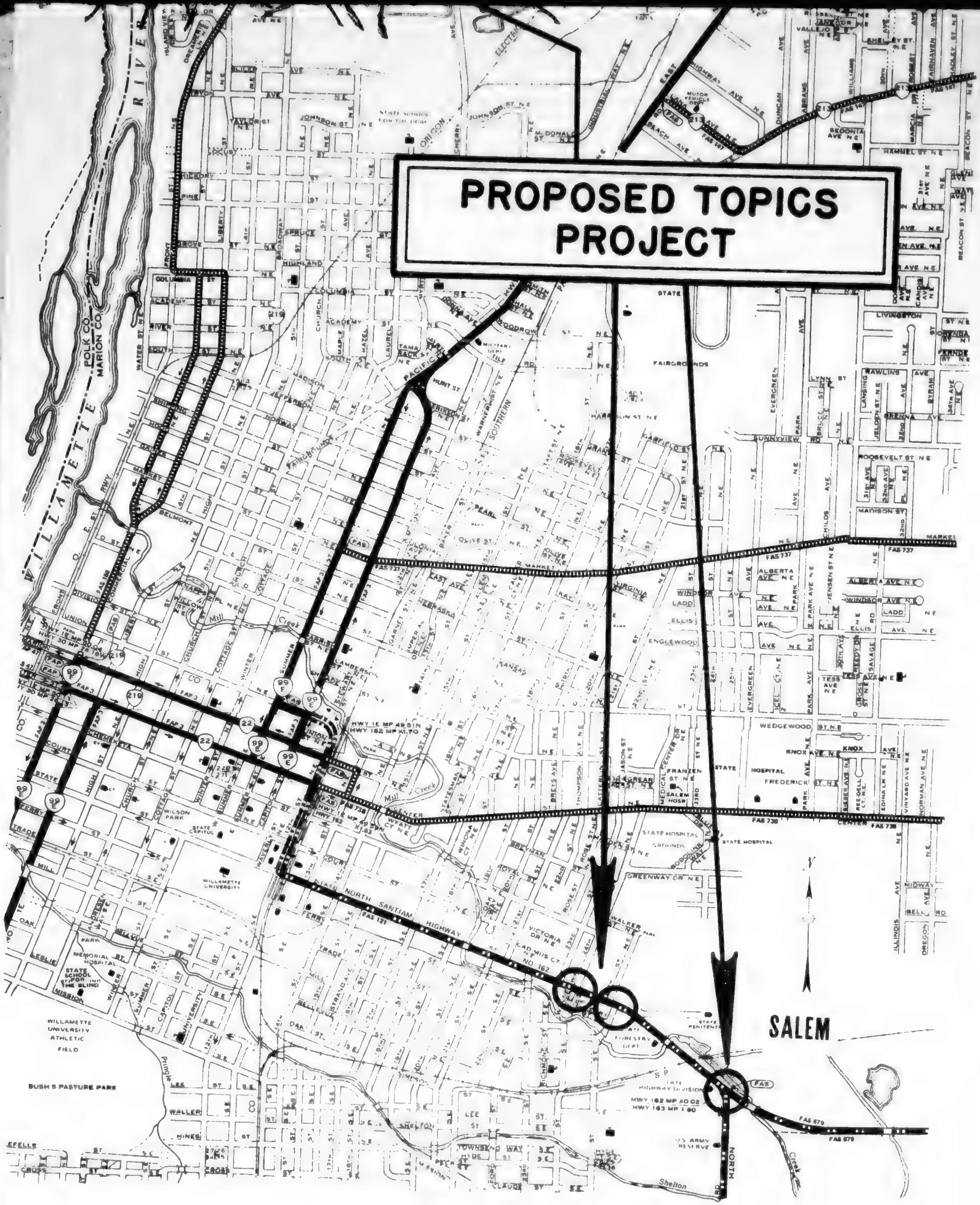
Minor intersection channelization as required to control traffic flow.

A public hearing will not be required.

Tab 73-d
9/5/73


PROPOSED TOPICS PROJECT

SALEM
WILLAMETTE RIVER
POLK CO.
MARION CO.
T. 6-7 S., R 3 W., W.M.
Log Pond
RIVER ROAD PARK
CANDLEWOOD DR.
APPLEBLOSSOM
PLYMOUTH DR
GARLAND WAY
WEEKS DR N E
HOLGATE ST. N.E.
HYACINTH ST NE
HUMMINGBIRD ST. N.E.
WAYSIDE TER N E
WOODDALE AVE N E
NORTHGATE AVE N E
EDGEWOOD AVE
CARLETON WAY N.E.
RAILWAY
INDUSTRIAL WAY
EAST
HIGHWAY AVE N E
MOTOR VEHICLE DEPT
SOUTHERN PACIFIC
FAIRGROUNDS
FAS 737
FAS 738
FAS 147
FAP 2
FAP 3
MARKET
CENTER
STATE
STATE HOSPITAL
SALEM HOSP
STATE CAPITOL
WILSON PARK
WILLAMETTE UNIVERSITY
NORTH SANTIAM HIGHWAY
FAS 121
STATE FORESTRY DEPT
STATE HIGHWAY DIVISION
STATE PENITENTIARY
MEMORIAL HOSPITAL
STATE SCHOOL FOR THE BLIND
WILLAMETTE UNIVERSITY ATHLETIC FIELD
99
99E
22
213
219
HWY 1E MP 48.51N
HWY 162 MP 41.70
HWY 162 MP 30.02
HWY 163 MP 1.60


PROPOSED TOPICS PROJECT
SALEM
WILLAMETTE RIVER
POLK CO.
MARION CO.
NORTH SANTIAM HIGHWAY
FAS 737
FAS 738
FAS 679
FAIRGROUNDS
STATE HOSPITAL
WILLAMETTE UNIVERSITY
STATE CAPITOL
BUSH'S PASTURE PARK
WILLAMETTE UNIVERSITY ATHLETIC FIELD
STATE SCHOOL FOR THE BLIND
MEMORIAL HOSPITAL
STATE HIGHWAY DIVISION
HWY 162 MP 10.02
HWY 163 MP 1.60
U.S. ARMY RESERVE

salem
CITY
OF SALEM,
OREGON
City Hall/555 Liberty St. S.E
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

August 30, 1973

RECEIVED
COUNTY & CITY SECTION
AUG 3 0 1973
☐ ENGR. ☑ COOR. ☐ OE ☒ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox
County/City Engineer
Oregon State Highway Division
Salem, Oregon 97310

SUBJECT: TOPICS Projects

Dear Mr. Cox:

Concurrently we have submitted to your office applications for three projects under the TOPICS Program for installation of signals at the intersections of 24th, 25th Streets and Airport Road with State Street, for the installation of signals at the intersection of North River Road and Broadway, N.E., and for the upgrading and synchronization of existing signals on Commercial Street, South, and Portland Road, North, in the City of Salem.

In accordance with the provisions of U. S. Department of Transportation, Federal Highway Administration Policy and Procedure Memorandum No. 21-18, it is requested that certain time saving procedures be authorized in respect to these three projects.

All of the intersections included in these three projects are included in the TOPICS Program shown on the Urban Area Map approved in June 1971, after clearance through the comprehensive planning process. They are also included in the TOPICS Study Plan now nearing finalization and anticipated to be completed and adopted by November 1, 1973.

The installation and improvements proposed will not have a significant environmental impact and a Negative Declaration as provided for under PPM 90-1 is attached hereto.

The above procedures would eliminate the necessity for public hearing and for design approval notification.

Force account installation appears to meet the criteria of PPM 21-18. However, it appears more feasible to contract the work because of the lack of adequate personnel and it is therefore the City's desire to contract the work.

Very truly yours,

Douglas Van Dyke
S. DOUGLAS VAN DYKE
Traffic Engineer

JFF:bg
Attachment

Over their >
FA #

CITY
OF SALEM,
OREGON
City Hall/555 Liberty St. S.E
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

August 30, 1973

Mr. H. S. Cox
County/City Engineer
Oregon State Highway Division
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
AUG 30 1973
☑ ENGR. ☑ COOR. ☐ OE ☑ AE ☑ UE
☑ OPE ☑ CE ☒ RE ☑ RPE ☐

SUBJECT: Proposed TOPICS Projects

Dear Mr. Cox:

Reference is made to Mr. E. S. Hunter's letter of March 26, 1973, in respect to a TOPICS project for the installation of signals at 24th and 25th Streets in Salem. I am pleased to advise that the current 1973-74 city budget appropriates the city's share of funds for this project.

At the same time, the budget has also provided funds for four other projects which we wish to initiate at the earliest possible time and to expedite so they may also be included in available Federal funds. The four additional projects are as follows:

1. Signalization of Airport Road at State Street. We believe it would be desirable to combine this with the 24th and 25th Street projects.
2. Synchronization of existing signals on Commercial Street, S.E. from Rural to Vista.
3. Synchronization of existing signals on Portland Road, N.E. from Lana Avenue to Tile Road. It appears feasible and desirable to combine these two similar projects. Investigation and design may develop replacement and updating requirements in addition to synchronization.
4. Install signalization at the intersection of Broadway and North River Road.

8-31-73
to be withheld
due to lack
of funds.
cleared with city.

The Salem TOPICS Inventory Section B indicates that warrant requirements are met on all streets excepting only the minor 24th Street at the intersection with State Street.

These projects are all included in the draft of the TOPICS plans returned to Mr. L.E. George on June 25, 1973. It is our understanding that the plan is nearing completion and will probably be completed and adopted by November 1, 1973.

It is requested that OSHD undertake the preliminary engineering inasmuch as the city is at present inadequately staffed to accomplish it expeditiously.

Very truly yours,

B. T. VanWormer
B. T. VAN WORMER
Director of Public Works

JFF:bg

CC: E.S. HUNTER

CITY
OF SALEM,
OREGON
City Hall/555 Liberty St. S. E.
Zip Code 97301

DEPARTMENT OF PUBLIC WORKS

August 30, 1973

Mr. H. S. Cox
County/City Engineer
Oregon State Highway Division
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
AUG 30 1973
☐ ENGR. ☐ COOR. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SUBJECT: City of Salem TOPICS Projects

Dear Mr. Cox:

This negative declaration is to accompany our request for approval of a Federal Aid Project on Broadway Street, N.E. at the intersection with North River Road.

The project is for the installation of signals, markings and signing at the above intersection. The project will improve the orderly flow of traffic through this intersection of two heavily travelled streets. It will improve safety and will provide reasonable interruptions for side street traffic at two offset streets.

There is no significant effect upon the environment. No new location is involved or change in existing rights-of-way. There is no impact on air, water quality or ambient noise levels. There is no adverse effect upon any natural, ecological, cultural, historical or scenic resource, and there is no significant change in the existing character of the area.

There is no organized opposition nor is any such anticipated.

The project meets all criteria for Negative Declaration as prescribed in Section 4, Appendix F to Policy and Procedure Memorandum 90-1 issued by the U. S. Department of Transportation, Federal Highway Administration, August 24, 1971.

Very truly yours,

S. Douglas Van Dyke

S. DOUGLAS VAN DYKE
Traffic Engineer

JFF:bg

9-4-73
Dick - looks like
good project - hold
up on other [illegible]
no. 79E - [illegible]

RECEIVED
COUNTY & CITY SECTION
AUG 30 1973
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date August 21, 1973

Name of City Salem, Oregon

Major Street Name Broadway

Section Name Broadway at intersection with North River Road

Location of Project (Attach sketch map) Length

On Which System? Primary I ______ Primary II ______ or Secondary FAS-159

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? ______ Date PLAN approved: ______; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? X (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? No

Explain North River Road is city street in FAS System - FAS-159

General description of proposed project: Install traffic signals at Broadway and North River Road which is a "Y" intersection at + 33° and requires control of traffic entering intersection from offset side streets, Stark and Shangri-la. Push buttons for pedestrians and extensive signing and marking.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: At intersection of Broadway and North River Road.

2. Type: a. Traffic Control ______
   1. Pretimed X
   2. Traffic-actuated
      - (a.) Full traffic-actuated ______
      - (b.) Semi-traffic-actuated ______
      - (c.) Volume density-actuated ______
      - (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

T-1-69
(rev. 12-70)

c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______

3. Number of Phases:
   a. Two ______
   b. Three X
   c. Multiple ______

4. Is interconnection for coordination necessary? No Remarks: Not with any other intersection.

   If so, by cable or leased telephone line? ______

5. Type of Suspension:
   a. Mast Arm ______
   b. Span Wire X
   c. Signal Bridge ______

6. Paint Color Desired: Aluninum

7. Present Signalization: None

8. Other Remarks: ______

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Upgrade lighting by changing four of the existing six from 7000 lumens to 55000 lumens. Install 1 new at north limit of intersection. By city, not in project Lease from PGE

2. Type: a. Mercury Vapor X
   b. Fluorescent ______
   c. High-pressure Sodium ______
   d. Incandescent ______

3. Luminaire Distribution Type and Classification:
   a. I ______
   b. II ______
   c. III ______
   d. IV ______
   e. V ______

Footnotes:

4. **Luminaire Wattage:**
   a. 175 ____
   b. 250 ____
   c. 400 ____
   d. 700 ____
   e. 1000 ____

5. **Luminaire Spacing:** ± 150/200 ft.

6. **Maintained Intensity:** 7000

7. **Uniformity Ratio:** ____

8. **Proposed Mounting Height:**
   a. 30 ft. X
   b. 40 ft. ____
   c. 45 ft. ____
   d. 50 ft. ____

9. **Pole Type:**
   a. Wood X
   b. Steel ____
   c. Aluminum ____

10. **Operating Voltage:**
   a. 120 ____
   b. 240 ____
   c. 480 X
   d. Series ____

11. **Type of Wiring:**
   a. Overhead X
   b. Underground ____

12. **Present Illumination:** Six 7000 lumen on 25 ft. poles covering intersection. Located: 3 on east side, 1 on west side, 1 on Shangri-la, 1 on Stark.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. **Location:** Remodel existing raised traffic island. Paint new islands at Stark Street and Shangri-la, and paint crosswalks. No widening required.

2. **Desired Work:** Install signals, signs and striping. Reroute Northbound traffic from North River Road by remodeling existing island. Control movements at side streets.

3. **Typical Cross Section:** Unchanged from existing, except for remodeling island.

4. **Curbs?** ______ If so,
   - a. Type Desired: (Standard, monolithic, rolled, or special) ______
   - b. Exposure ______ inches
   - c. Width between curbs ______ ft.
   - d. Desired curb radius ______ ft.

5. **Surfacing:** A.C. ______ P.C.C. ______ Oil ______ Other ______

6. **Present Typical Cross Section and Surfacing:** Broadway R.O.W. 80' with 44' A.C. and PCC curbs. North River Road 60' R.O.W. with 44' A.C. and PCC curbs. R.O.W. width at base of existing island is 145'.

7. **Traffic Control Signing:**
   - a. By City at City Expense? ______
   - b. By State at City Expense? signing in contract

   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. **Striping:**
   - a. By City at City Expense? X
   - b. By State at City Expense? ______

   (NOTE: Striping must be completed prior to acceptance.)

9. **Sidewalks:** (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   - a. Length ______ ft.
   - b. Width ______ ft.
   - c. Type ______
   - d. Location: ______

Footnotes:

IV. STRUCTURE DATA: None

1. Location: ______

2. Desired Work: ______

3. Name of Structure: ______

4. Name of Stream, Street or Facility being Spanned: ______

5. Desired Roadway Width of Structure: ______ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? ______ft. Location ______

7. Is a particular type of structure and design desired? ______
Explain: ______

8. Can street be closed during construction? ______

9. Detour:
   a. Required? ______
   b. By City? ______
   c. By Contractor? ______

10. Approaches or Connections:
    a. By City? ______
    b. By Contractor? ______
    c. Traveled surface: Type ______
       Width ______ ft.
    d. Shoulders: Type ______
       Width ______ ft.

11. Existing Structure:
    a. Remain in Place? ______
    b. Use for Detour? ______
    c. Removed by City? ______
    d. Removed by Contractor? ______
    e. Salvaged by Contractor for City? ______

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______
   a. By City? ______
   b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
   a. Water Mains: ______ Size: ______
      Owner: ______
   b. Sanitary Sewer Mains: ______ Size: ______
      Owner: ______
   c. Storm Sewer: ______ Size: ______
      Owner: ______
   d. Gas Mains: ______ Size: ______
      Owner: ______
   e. Power Lines: ______
      Owner: ______
   f. Telephone Lines: ______
      Owner: ______
   g. Other Utilities: ______

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______

15. Does City wish lightpost bases and conduit installed? ______

16. Are there any unusual or complicating conditions? Yes
Explain: Intersection of principal streets is at angle of 33°. Side streets are offset and at angle which creates hazardous turning into intersection.

17. Describe Existing Structure: ______

Footnotes:

V. **RIGHT-OF-WAY AND UTILITIES DATA:** (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 80 ft.
   a. Maximum: 80 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain: ______

3. Shall State prepare right-of-way descriptions? ______

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: ______

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ______

8. Are utilities on existing right-of-way by? Permit ______ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ______, and dates between which water can be turned off:
   From ______ To ______ Location: ______

10. Are there any railroad crossings? No Location: ______

Footnotes: Refer #8: Salem Electric, Portland General Electric, and Pacific Northwest Bell Telephone Co. on power poles. Pacific Northwest Gas Company and City of Salem water and sewer lines underground.

a. Name of Railroad ______
b. Number of tracks: Mainline ____ Siding ____ Total ____
c. Sight Distance (1.) (Direction) ______ Distance ____ft.
(2.) (Direction) ______ Distance ____ft.
d. Number of Trains: (1) Passenger ______ Speed ______mph
(2) Freight ______ Speed ______mph
e. Angle of Intersection: ______
f. Type of Existing Crossing: (1.) Grade ______
(2.) Overcrossing ______
(3.) Undercrossing ______
g. Existing Protection: (1.) Advance warning signs ______
(2.) Automatic flasher ______
(3.) Automatic bell ______
(4.) Gates ______
(5.) Stop signs ______
(6.) Crossbucks ______
(7.) Other ______
h. Proposed Type Crossing and Protection: ______

i. Are there to be stopping lanes for buses and trucks? ____
j. Will crossing be altered to the extent that will require a P.U.C. hearing? ____
  (1.) Does City wish State to prepare P.U.C. hearing data? ____
  (2.) Will P.U.C. application be made by? State ____ City ____
  (NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ______

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 170,000.00
   (Federal + State + City)
2. Estimated Cost of Requested Project $ 50,000.00
3. Date Match Money is Available: July 1, 1973
4. Will there be any 100% City money? $500.00 marking
   (Non-participation items)
5. Maximum Amount of 100% City Money: $ 500.00

Footnotes:

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** Urban area map ;showing all Fed. Aid systems completed and approved June 1971. TOPICS plan in process approximately 90% complete. Estimated completion date: November 1, 1973.

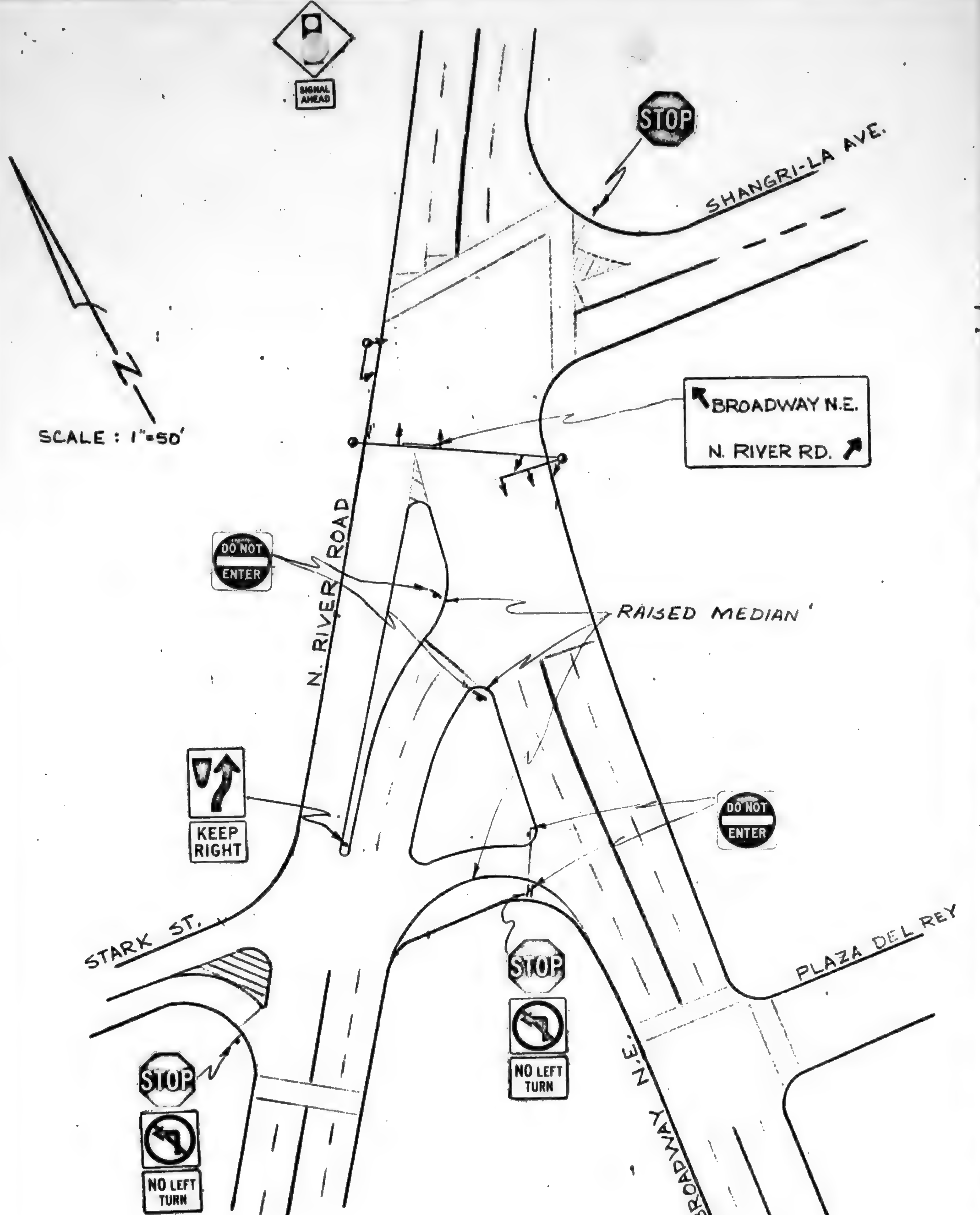
2. **Existing Conditions Necessitating This Proposed TOPICS Project:** Present intersection is hazardous as southbound traffic entering Broadway must cross northbound on North River Road.
1971 Accident Report shows 1 fatality.

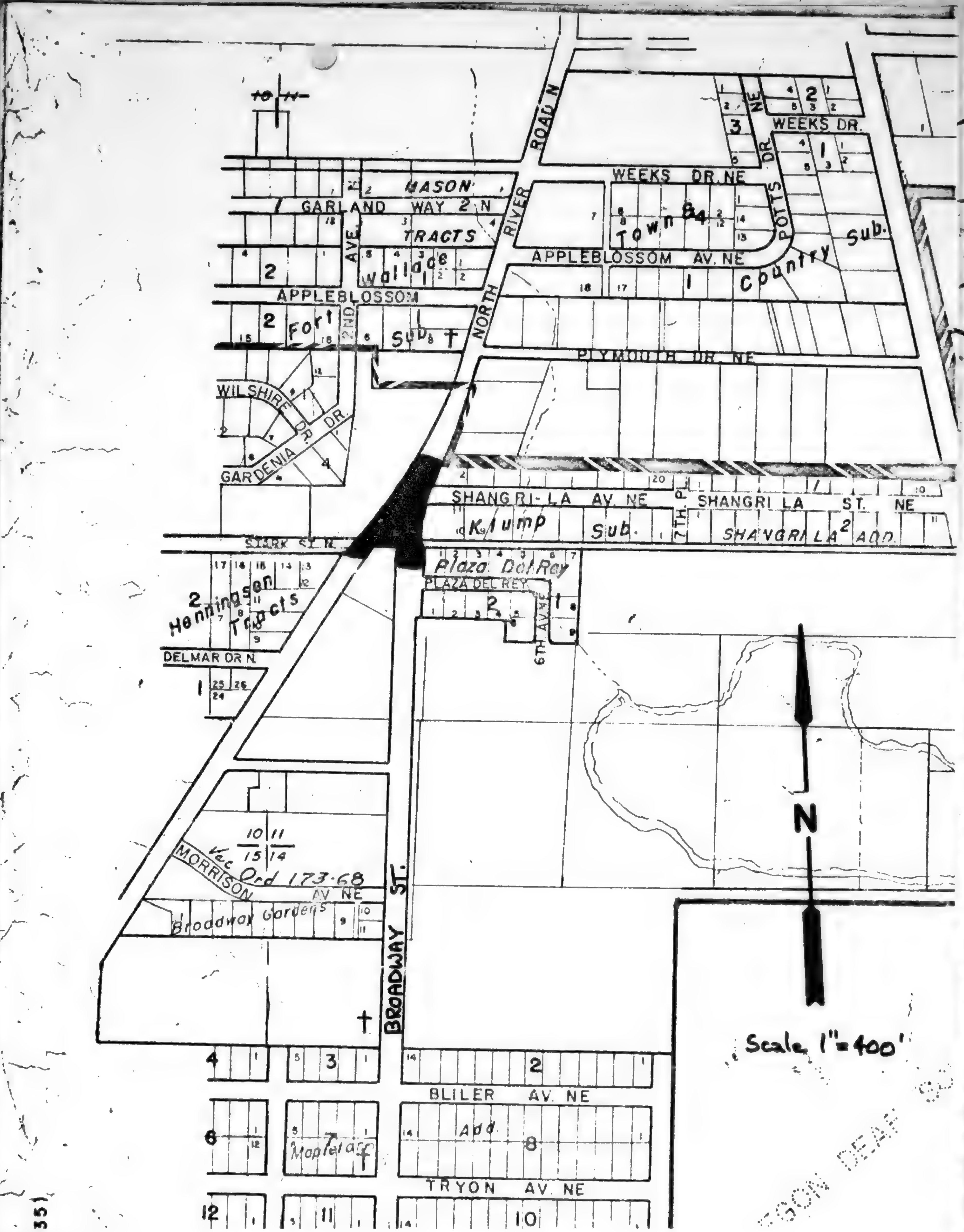
3. **This Project Would Accomplish the Following:** Orderly flow of traffic at a difficult intersection of two heavily travelled streets with 14300/16700 ADT.
North River Road, north of intersection, in Marion County has signals at three intersections.
Broadway, south from intersection, in city, has signals at all warranted intersections.

This application is not complete unless a sketch map showing the location of the project is attached. Attached.

The Salem City Council on the 10TH day of SEPTEMBER, 1973, adopted Resolution No. 73-279 or Ordinance No. ____ ____, as the case may be, requesting this TOPICS project.

By CITY OF SALEM, OREGON,
By S. Douglas Van Dyke
S. DOUGLAS VAN DYKE, Traffic Engineer


SIGNAL AHEAD
STOP
SHANGRI-LA AVE.
N
SCALE : 1"=50'
BROADWAY N.E.
N. RIVER RD.
DO NOT ENTER
N. RIVER ROAD
RAISED MEDIAN
KEEP RIGHT
DO NOT ENTER
STARK ST.
PLAZA DEL REY
STOP
NO LEFT TURN
STOP
NO LEFT TURN
BROADWAY N.E.


10 N
MASON
GARLAND WAY 2 N
TRACTS
AVE.
Wallace
APPLEBLOSSOM
2ND
Fort
Sub.
NORTH RIVER ROAD N
WEEKS DR. NE
WEEKS DR.
NE
POTTS DR.
Town & Country Sub.
APPLEBLOSSOM AV. NE
PLYMOUTH DR. NE
WILSHIRE DR.
GARDENIA DR.
SHANGRI-LA AV. NE
SHANGRI LA ST. NE
7TH. PL.
Klump Sub.
SHANGRI LA 2 ADD.
STARK ST. N.
Plaza Del Rey
PLAZA DEL REY
6TH AVE
Henningsen Tracts
DELMAR DR N.
10 11 / 15 14
Vac Ord 173-68
MORRISON AV. NE
Broadway Gardens
BROADWAY ST.
N
Scale 1" = 400'
BLILER AV. NE
Add
Mapletarr
TRYON AV. NE

351

CERTIFICATION

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Betty J. Marsh, hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Salem, Oregon, and

I FURTHER CERTIFY that the attached copy of City of Salem Resolution No. 73-279, authorizing submission of project application to the State of Oregon Highway Commission under TOPICS Program, adopted by the City Council September 10,1973, has been prepared by me, compared with the original and is a true and correct copy of the original and of the whole of said Resolution No. 73-279.

WITNESS my hand and the seal of the City of Salem, Oregon this 11th day of September, 1973.

Marsh City Recorder

RESOLUTION NO. 73 279

WHEREAS, the Federal Aid Highway Act of 1968 provided for an Urban Traffic Operation Program to increase capacity and safety; and

WHEREAS, the expenditure of federal funds through the State Highway Commission may be approved forproviding improvement to control signals, signs and markings at intersections; and

WHEREAS, traffic studies have indicated the need for providing said improvements to control signals, signs and markings as hereinafter more specifically set forth; and

WHEREAS, the proposed improvements have been formulated and the approval of the City of Salem of such project improvements must first be obtained and submitted to the Oregon State Highway Commission; NOW, THEREFORE

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT the proposed improvements to control signals, signs and markings as provided for under the Federal Aid Highway Act of 1968 and more particularly:

(a) Additional signalization, signing, synchronization and marking at intersections;

(b) Control signals, signs and markings, and for the improvements to existing traffic signals, signs and markings;

(c) Signalization of the intersections of State Street with 24th and 25th Streets and with Airport Road; and of North River Road and Broadway Street NE and the improvement of existing signals at the following intersections:

(1) Commercial Street SE where said street intersects with Vista Street, Alice Street, Boice Street, Hoyt Street and Rural Street;

(2) Portland Road NE where it intersects with Tile Road, Silverton Road/Highland Avenue, Pine Street and Lana Avenue; is hereby approved, and the city recorder is directed to submit a copy of this resolution to the Oregon State Highway Commission.

ADOPTED by the Common Council this 10th day of September, 1973.

ATTEST:

CITY RECORDER

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date August 30, 1973

Name of City Salem, Oregon
Major Street Name State Street
Section Name State Street between 24th and Airport Road

Location of Project (Attach sketch map) Length ______
On Which System? Primary I ______ Primary II ______ or Secondary FAS 121

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? ______ Date PLAN approved: ______________; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? X (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? ______
Explain State Street and Airport Road are state highways in FED-AID System FAS 121. All others are city streets.

General description of proposed project: Install an interconnected signal system on East State Street with new signals at 24th & 25th Streets. ~~and at~~ Install traffic Signal at Airport Road. Interconnect existing signals at 14th, 17th and 23rd Streets. Install stop and right turn only signs on northerly approach of the offset intersection of 25th Street.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: State Street intersections with 24th, 25th Streets and Airport Road.

2. Type: a. Traffic Control ______
   1. Pretimed X 24th & 25th Sts.
   2. Traffic-actuated
      - (a.) Full traffic-actuated X Airport Rd.
      - (b.) Semi-traffic-actuated ______
      - (c.) Volume density-actuated ______
      - (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

T-1-69
(rev. 12-70)

c. Caution _______
d. Drawbridge _______
e. Lane-direction _______
f. Other _______

3. Number of Phases:
   a. Two 3
   b. Three 0
   c. Multiple 0

4. Is interconnection for coordination necessary? yes Remarks: To expedite both E-W and W-E movements on State Street which carries 12000/16000 ADT.
   If so, by cable or leased telephone line? cable

5. Type of Suspension:
   a. Mast Arm X 24th & 25th Streets
   b. Span Wire X Airport Road
   c. Signal Bridge _______

6. Paint Color Desired: aluminum

7. Present Signalization: None. Stop signs only on 24th, 25th and Airport Road. Through traffic on State Street from 17th Street East.

8. Other Remarks: Existing stop signs on 24th, 25th and Airport Road create difficult entry to heavily travelled State Street.

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: None proposed. However, the preliminary engineering study should include an investigation to determine adequacy of lighting on signs and markings.

2. Type: a. Mercury Vapor X
   b. Fluorescent _______
   c. High-pressure Sodium _______
   d. Incandescent _______

3. Luminaire Distribution Type and Classification:
   a. I _______
   b. II _______
   c. III _______
   d. IV _______
   e. V _______

Footnotes:

4. **Luminaire Wattage:**
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. **Luminaire Spacing:** __________

6. **Maintained Intensity:** __________

7. **Uniformity Ratio:** __________

8. **Proposed Mounting Height:**
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. **Pole Type:** a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. **Operating Voltage:** a. 120 _____
   b. 240 _____
   c. 480 _____
   d. Series _____

11. **Type of Wiring:** a. Overhead _____
   b. Underground _____

12. Present Illumination: State Street for entire length is well lighted. Project area has 6 - 20000 lumen approximately 150 feet apart from 24th Street to a point 700 feet East of 25th Street. Two 7000 lumen at SPRR branch line grade crossing. Four 7000 lumen at Airport Road intersection.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Channel right turn lane from eastbound on State St. to southbound on 25th Street making right lane right turn only.
No widening required.

2. Desired Work: Paint lines and arrows, paint channel guide and install directional signs.

3. Typical Cross Section: No change from presently existing.

4. Curbs? ______ If so,
   a. Type Desired: (Standard, monolithic, rolled, or special) ______
   b. Exposure ______ inches
   c. Width between curbs ______ ft.
   d. Desired curb radius ______ ft.

5. Surfacing: A.C. X P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: State St. has 44' AC pavement with PCC curbs & 5' sidewalks both sides to E/L 25th St. then 31' AC pavement with curb & sidewalk on North side, easterly ± 150' & on south side to Airport Rd. 24th, 25th Sts. have 24' AC pavement w/PCC curbs & 5' sidewalks both sides. Airport Rd. has 32' AC pavement w/partial curb.

7. Traffic Control Signing:
   a. By City at City Expense? X
   b. By State at City Expense? ______
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? X
   b. By State at City Expense? ______
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length ______ ft.
   b. Width ______ ft.
   c. Type ______
   d. Location: ______

Footnotes:

IV. STRUCTURE DATA: NONE

1. Location: ______________________________

2. Desired Work: ______________________________

3. Name of Structure: ______________________________

4. Name of Stream, Street or Facility being Spanned: ______________

5. Desired Roadway Width of Structure: ______________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ft. Location ________

7. Is a particular type of structure and design desired? ____________
Explain: ______________________________

8. Can street be closed during construction? ________________

9. Detour: a. Required? ______
b. By City? ______
c. By Contractor? ______

10. Approaches or Connections: a. By City? ______
b. By Contractor? ______
c. Traveled surface: Type ____________
Width ____________ ft.
d. Shoulders: Type ____________
Width ____________ ft.

11. Existing Structure: a. Remain in Place? ______
b. Use for Detour? ______
c. Removed by City? ______
d. Removed by Contractor? ______
e. Salvaged by Contractor for City? ________
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ___
  a. By City? ___
  b. By Contractor? ___

13. Will any of the following utilities be attached to the structure?
  a. Water Mains: ___ Size: ___
    Owner: ___
  b. Sanitary Sewer Mains: ___ Size: ___
    Owner: ___
  c. Storm Sewer: ___ Size: ___
    Owner: ___
  d. Gas Mains: ___ Size: ___
    Owner: ___
  e. Power Lines: ___
    Owner: ___
  f. Telephone Lines: ___
    Owner: ___
  g. Other Utilities: ___

14. Does City wish provisions made for future utility attachment to structure? ___ Explain: ___

15. Does City wish lightpost bases and conduit installed? ___

16. Are there any unusual or complicating conditions? ___
Explain: ___

17. Describe Existing Structure: ___

Footnotes:

T-1-69
(rev. 12-70)

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 100 ft.
   a. Maximum: 120 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain:

3. Shall State prepare right-of-way descriptions? None required

4. Is a public hearing necessary? Not required
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain:

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location:

8. Are utilities on existing right-of-way by? Permit ______ or Franchise X (Attach list of utilities, owner, type and location within project limits.) PGE, Telco, Gas Co., C of S Utility

9. Are there any irrigation facilities? No Name of Owner ______, and dates between which water can be turned off:
   From ______ To ______ Location: ______

10. Are there any railroad crossings? No Location: State St. crossing of SPRR Geer Line Branch approx. 1200 ft. east of 25th St. and 700 ft. west of Airport Road. Does not affect project.

Footnotes:

a. Name of Railroad ____________________

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) ________ Distance _____ft.
(2.) (Direction) ________ Distance _____ft.

d. Number of Trains: (1) Passenger ________ Speed ________mph
(2) Freight ________ Speed ________mph

e. Angle of Intersection: ____________________

f. Type of Existing Crossing: (1.) Grade ____________
(2.) Overcrossing ________
(3.) Undercrossing ________

g. Existing Protection: (1.) Advance warning signs ________
(2.) Automatic flasher ________
(3.) Automatic bell ________
(4.) Gates ________
(5.) Stop signs ________
(6.) Crossbucks ________
(7.) Other ________

h. Proposed Type Crossing and Protection: ________
____
____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______
City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ____________________
____
____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 170,000
(Federal + State + City)
2. Estimated Cost of Requested Project $ 77,000
3. Date Match Money is Available: July 1, 1973
4. Will there be any 100% City money? 500 (signing & striping)
(Non-participation items)
5. Maximum Amount of 100% City Money: $ 500

Footnotes:

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** Urban area map showing all Fed. Aid Systems completed and approved June 1971. TOPICS Plan in process approximately 90% complete. Estimated completion date November 1, 1973.

2. **Existing Conditions Necessitating This Proposed TOPICS Project:** 1973 traffic counts show that interruption of continuous traffic warrant is exceeded at all 3 intersections.
Latest accident report for 12 months ending September 1972 show 4 accidents on south approach of 25th Street. One of type preventable by signal.
Airport Road is similar with 4 accidents in 1972.

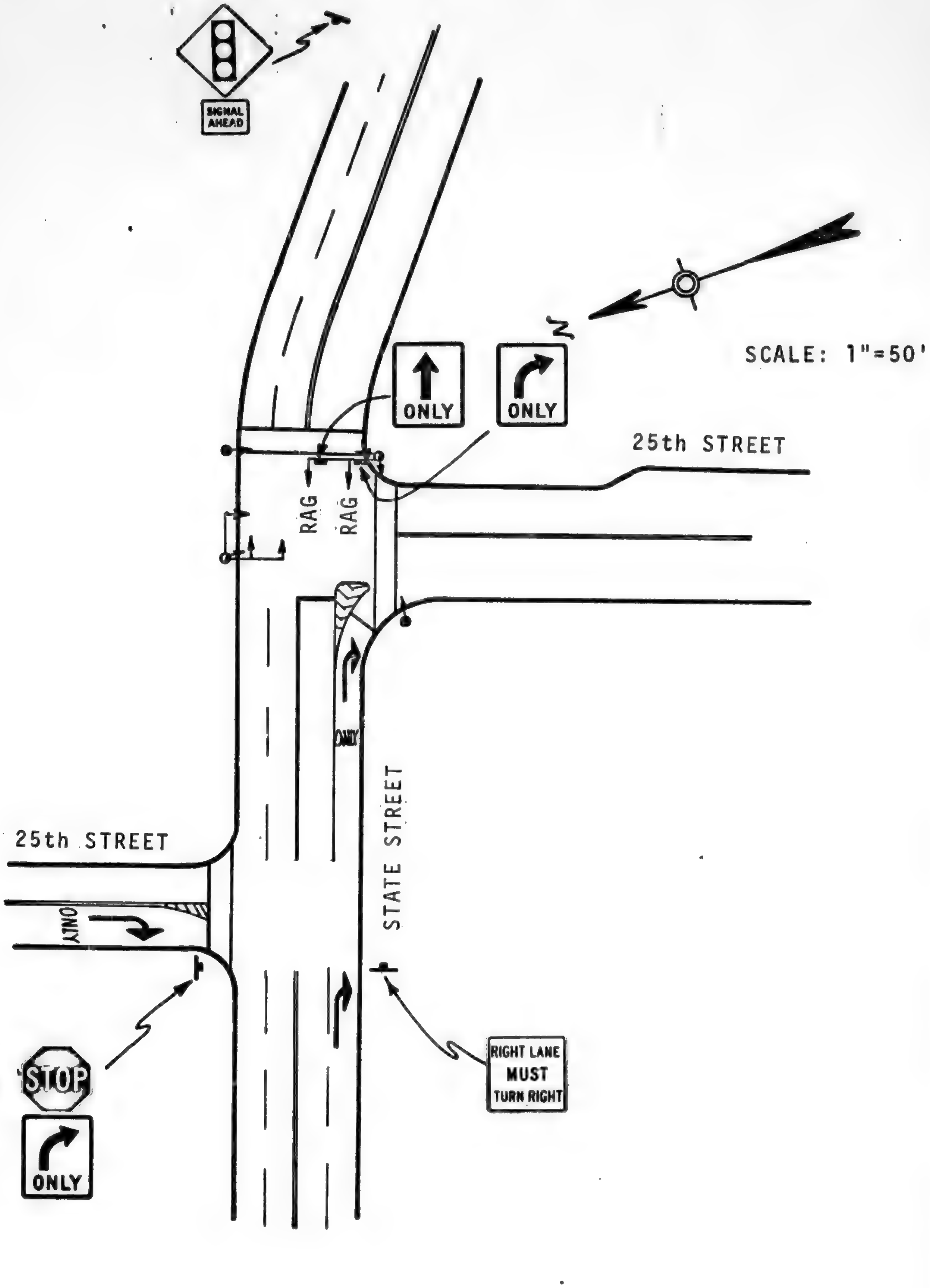
3. **This Project Would Accomplish the Following:** Orderly flow of traffic on State Street with reasonable interruption to improve movement and safety of side street traffic.

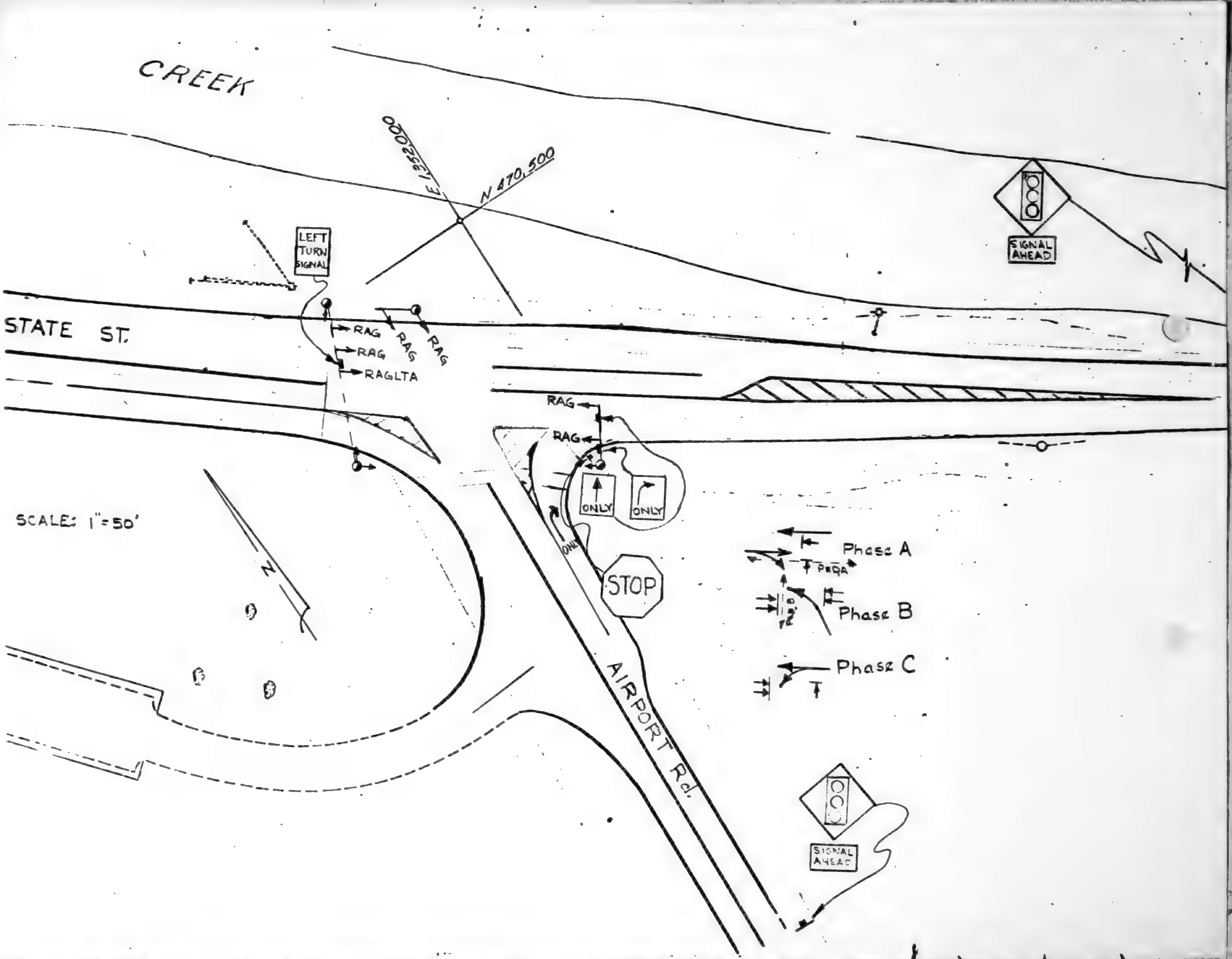
This application is not complete unless a sketch map showing the location of the project is attached. Attached

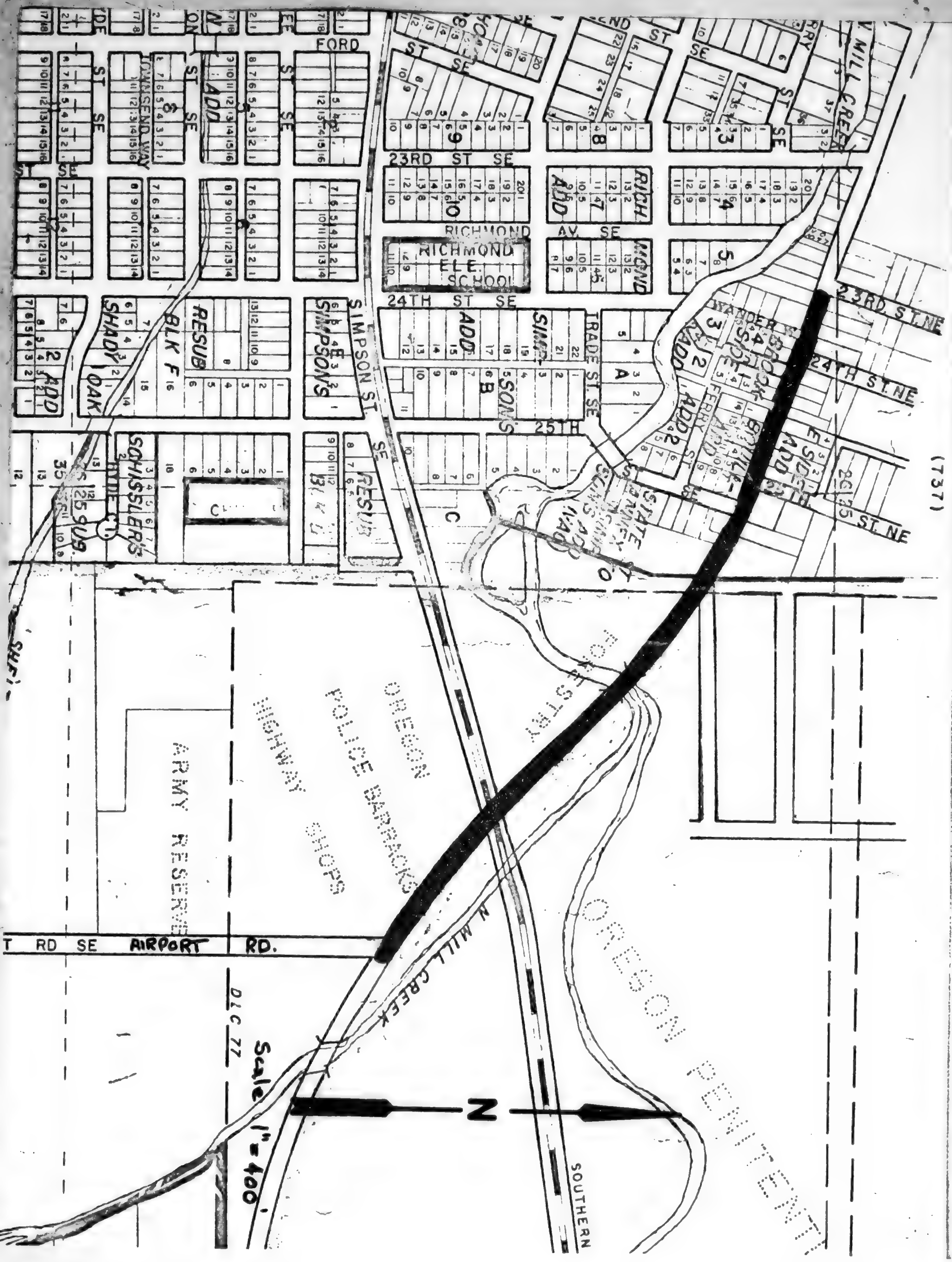
The Salem City Council on the 10TH day of SEPTEMBER, 1973, adopted Resolution No. 73-279 or Ordinance No. ________, as the case may be, requesting this TOPICS project.

By City of Salem, Oregon
By S. Douglas Van Dyke
S. Douglas Van Dyke, Traffic Engineer

PROPOSED SIGNING AND CHANNELIZATION
25th STREET AT STATE STREET
SALEM


SIGNAL AHEAD
N
SCALE: 1"=50'
ONLY
ONLY
25th STREET
RAG
RAG
ONLY
STATE STREET
25th STREET
ONLY
STOP
ONLY
RIGHT LANE MUST TURN RIGHT


CREEK
E 1352000
N 470,500
LEFT TURN SIGNAL
SIGNAL AHEAD
STATE ST.
RAG
RAG
RAG
RAG
RAGLTA
RAG
RAG
ONLY
ONLY
ONLY
STOP
Phase A
PEDA
Phase B
Phase C
AIRPORT Rd.
SIGNAL AHEAD
SCALE: 1"=50'
N


FORD
TOWNSEND WAY
23RD ST SE
RICHMOND AV. SE
RICHMOND ELE. SCHOOL
24TH ST SE
SIMPSON ST. SE
SIMPSONS
SIMPSONS ADD
RESUB
BLK F
SHADY OAK
2 ADD
SCHISSLER'S
TRADE ST. SE
25TH
RICH ADD
RICHMOND
MILL CREEK
23RD ST NE
24TH ST NE
25 ST NE
WAGNER
BROOK
STATE
E SIDE ADD
(737)
OREGON POLICE BARRACKS
HIGHWAY SHOPS
ARMY RESERVE
FORESTRY
OREGON PENITENTI
AIRPORT RD. SE
AIRPORT RD.
N MILL CREEK
DLC 77
Scale 1" = 400
N
SOUTHERN

CERTIFICATION

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Betty J. Marsh, hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Salem, Oregon, and

I FURTHER CERTIFY that the attached copy of City of Salem Resolution No. 73-279, authorizing submission of project application to the State of Oregon Highway Commission under TOPICS Program, adopted by the City Council September 10,1973, has been prepared by me, compared with the original and is a true and correct copy of the original and of the whole of said Resolution No. 73-279.

WITNESS my hand and the seal of the City of Salem, Oregon this 11th day of September, 1973.

Betty J. Marsh City Recorder

RESOLUTION NO. 73 279

WHEREAS, the Federal Aid Highway Act of 1968 provided for an Urban Traffic Operation Program to increase capacity and safety; and

WHEREAS, the expenditure of federal funds through the State Highway Commission may be approved forproviding improvement to control signals, signs and markings at intersections; and

WHEREAS, traffic studies have indicated the need for providing said improvements to control signals, signs and markings as hereinafter more specifically set forth; and

WHEREAS, the proposed improvements have been formulated and the approval of the City of Salem of such project improvements must first be obtained and submitted to the Oregon State Highway Commission; NOW, THEREFORE

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT the proposed improvements to control signals, signs and markings as provided for under the Federal Aid Highway Act of 1968 and more particularly:

(a) Additional signalization, signing, synchronization and marking at intersections;

(b) Control signals, signs and markings, and for the improvements to existing traffic signals, signs and markings;

(c) Signalization of the intersections of State Street with 24th and 25th Streets and with Airport Road; and of North River Road and Broadway Street NE and the improvement of existing signals at the following intersections:

(1) Commercial Street SE where said street intersects with Vista Street, Alice Street, Boice Street, Hoyt Street and Rural Street;

(2) Portland Road NE where it intersects with Tile Road, Silverton Road/Highland Avenue, Pine Street and Lana Avenue; is hereby approved, and the city recorder is directed to submit a copy of this resolution to the Oregon State Highway Commission.

ADOPTED by the Common Council this 10th day of September, 1973.

ATTEST:

CITY RECORDER

8031

INT 5-2
Marion Co.

March 27, 1973

Ms. Diane E. Bowlin
4940 Sunnyside Road S.E.
Space #G-13
Salem, Oregon 97302

Dear Ms. Bowlin:

Traffic Signal Investigation
State Street at 24th Street
Salem

Some time ago you contacted this office concerning traffic conditions on East State Street. In Oregon, the need for the installation of traffic signals is based upon nationally established warrants. These warrants involve several types of traffic data including traffic volumes and accident data. A traffic investigation has been conducted for the subject intersection and the minimum warrants were barely met.

There are many other intersections throughout the State which show a much greater need for signalization and are, therefore, higher on our priority list. They have not been improved due to the lack of funds.

When new funds become available beginning July 1, 1973, those intersections having the highest priority listing based on the warrant system will receive first consideration.

For the above reasons we cannot recommend the installation of traffic signals at this time.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
bc: F. B. Klaboe
A. E. Johnson
L. E. George
H. S. Cox
C. O. Fredrickson

8031

March 26, 1973

Mr. B. T. VanWormer
Director of Public Works
City Hall - Civic Center
Salem, Oregon 97310

Dear Mr. VanWormer:

Proposed TOPICS Project
State Street at 24th and 25th Streets
Salem

Some time ago, Bill Stark contacted our Traffic Engineering Section and requested an investigation into the possibility of establishing an interconnected signal system on East State Street with new signals at 24th and 25th Streets.

The results of the study indicates that a two-phase, fixed time traffic signal should be installed at the intersection of State Street with 24th and 25th Streets and that all signals on State Street from 14th to 25th be interconnected. Attached is a copy of the study for your information.

It is possible that this project could be included in the Salem TOPICS Study and be placed in Priority Category B as requested by Bill Stark.

Very truly yours,

F. S. Hunter
Assistant State Highway Engineer

Attachment
DKH:pb/FSH:jf
bc: F. B. Klaboe
A. E. Johnson
L. E. George
H. S. Cox
C. O. Fredrickson - w/att.

State Street from 14th to 25th Street

Traffic Signal Installation & Interconnect

Group

It is recommended that two-phase, fixed time traffic signals be installed at the intersections of State Street with 24th Street and with 25th Street, and that all the signals on State Street from 14th Street to 25th Street be interconnected with each other and the master controller at 14th Street so as to provide morning, evening and average progression as shown on the attached signal timing diagram.

For the offsets shown, a three-dial controller will be required for the signal installation at 24th Street. The proposed offsets should be set so as to favor westbound traffic in the morning from 7:15 a.m. to 9:00 a.m. and favor eastbound traffic in the evening from 4:45 p.m. to 5:45 p.m. It is recommended that the signal installation at the intersection of 23rd Street remain semi-actuated, but be interconnected. A new controller will be needed at 23rd Street in order to provide a dual maximum green time for the minor approach and pedestrian clearance times for both streets. The dual maximum green time will furnish a short green time of eight seconds for a traffic actuation and a longer green time of 16 seconds for a pedestrian actuation.

Due to the width and the presence of a curve to the east of 25th Street, it is recommended that channelization be used to make the eastbound right lane of State Street a right turn only lane. It is also recommended that the northerly approach of the offset intersection of 25th Street be made a right turn only, thus causing the eastbound traffic now flowing from this approach to be rerouted through the signalized intersection at 24th Street.

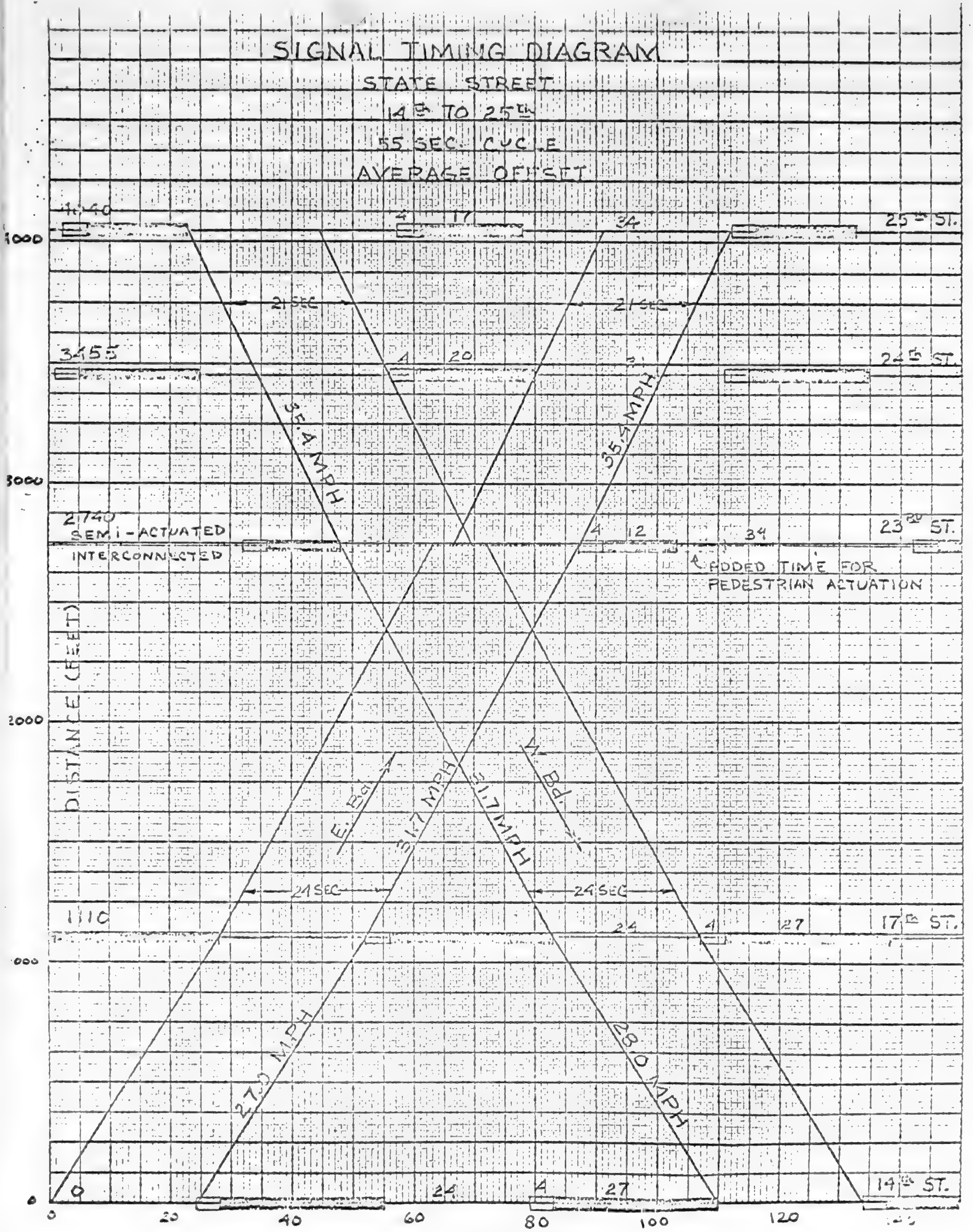
State Street is a major east-west arterial street leading into the Central Business District of Salem. State Street, between 14th Street and 25th Street, carries from 16,000 to 12,000 vehicles per day on four lanes of two-way roadway, varying in width from 64 feet at 14th Street to 44 feet at 17th Street. At the present time there are interconnected two-phase traffic signals located at the intersections of 14th and 17th Streets.

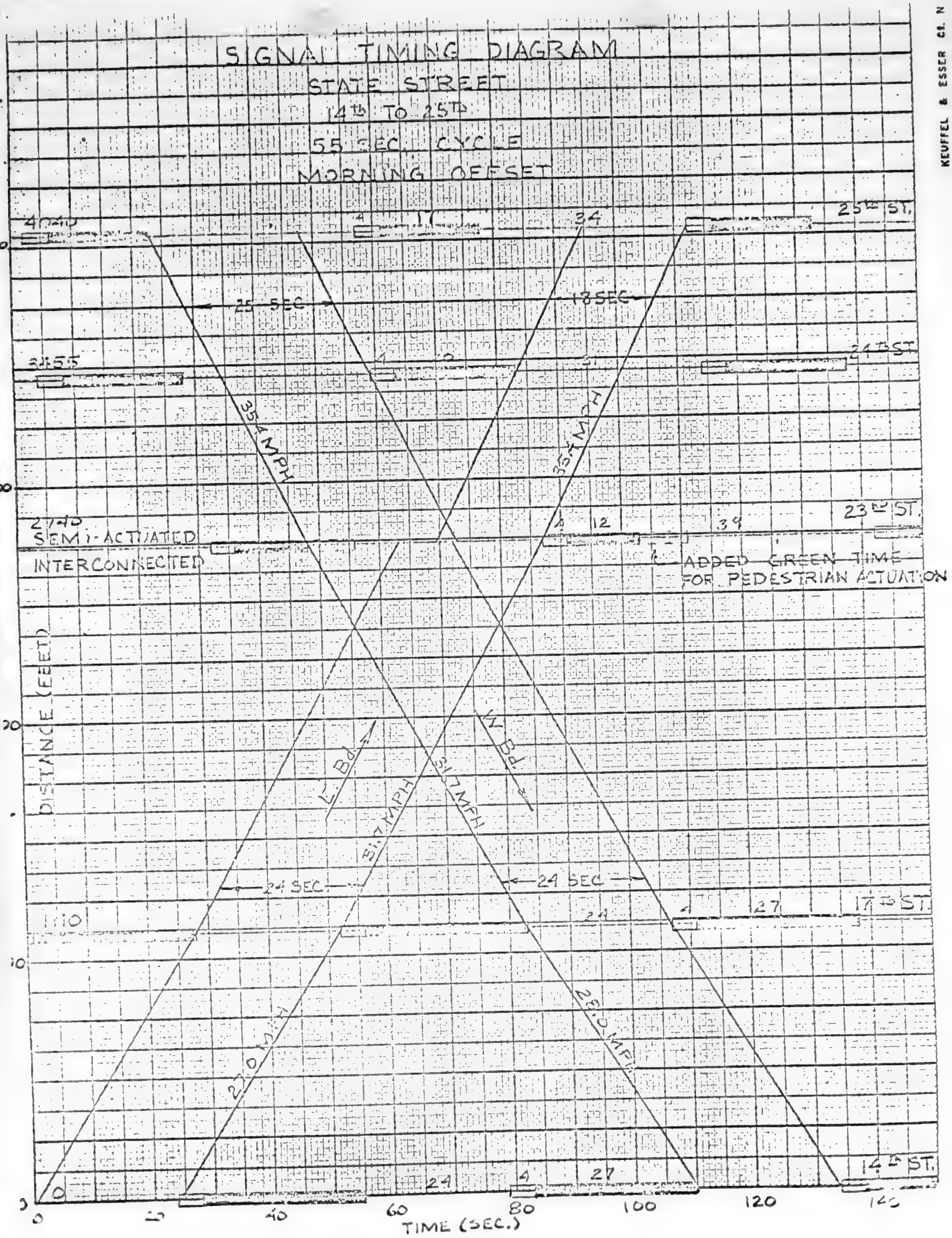
The southerly T-type intersection of 23rd Street with State Street is controlled by a semi-traffic or pedestrian-actuated signal. 23rd Street carries a low volume of traffic, approximately 1,000 vehicles per day, on a 30-foot wide, two-way street. Pedestrians, mainly school children, use this signalized intersection as a means of crossing State Street between the hours of 8:00 to 9:00 in the morning and 3:00 to 4:00 in the afternoon. A driveway access to State Street from an apartment complex intersects from the north at this intersection and is signalized.

The intersection of 24th Street with State Street is also a T-type intersection, being from the north. 24th Street is a two-lane, two-way facility 30 feet in width and carries 4,400 vehicles per day. During the past 12 months, from October, 1971 through September, 1972, there have been five reported accidents at this intersection, four of which were of the type preventable by a traffic signal installation. A 1973 manual traffic count revealed that the Minimum Vehicular Volume Warrant lacked one hour of being met, whereas the Interruption of Continuous Traffic Warrant was well exceeded.

The intersection of 25th Street is an offset intersection, the major approach,being from the south, is 130 feet east of the north approach. 25th Street, to the south, is a two-way, two-lane street 40 feet in width and carries 3,600 vehicles per day. The northerly leg of 25th Street carries 400 vehicles per day, 80 of which cross State Street to proceed east or south from its approach. The southeast corner of the southerly intersection of 25th Street is restricted in right-of-way, which in turn prevents a corner cut to widen State Street. It is, therefore, necessary to install the eastbound State Street right-turn lane as a drop lane in view of the fact that two full lanes of eastbound traffic are not able to proceed through the intersection. During the past 12 months, from October 1971 through September 1972, there were four reported accidents from the south approach of 25th Street, one of which was of the type preventable by a traffic signal installation. There were no reported accidents from the northerly approach. A 1973 manual traffic count revealed that the Interruption of Continuous Traffic Warrant was exceeded at this intersection.

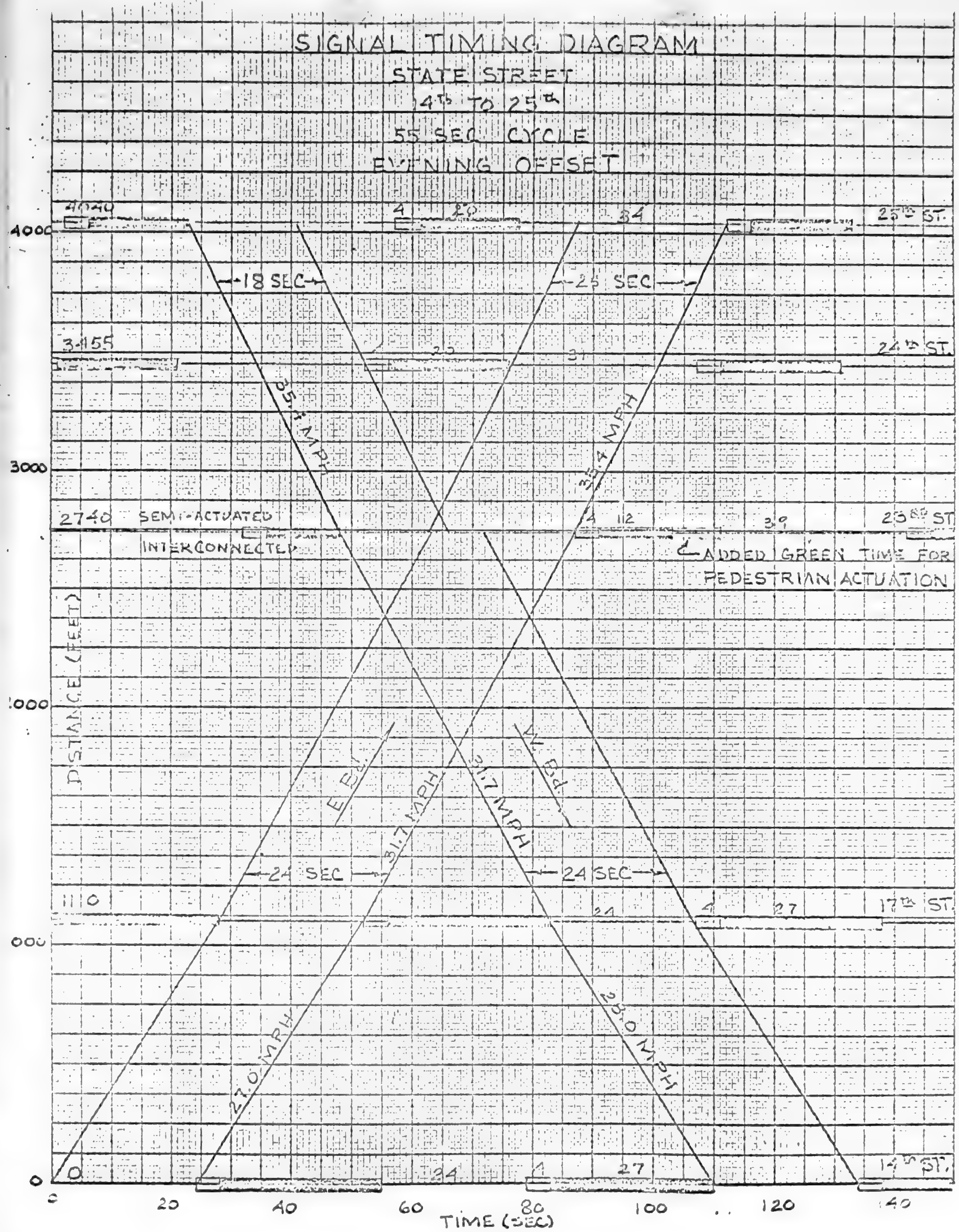
Attached are signal timing diagrams showing the progression on State Street and a diagram of the intersection of State Street with 25th Street showing the proposed striping.


SIGNAL TIMING DIAGRAM
STATE STREET
14th TO 25th
55 SEC. CYCLE
AVERAGE OFFSET

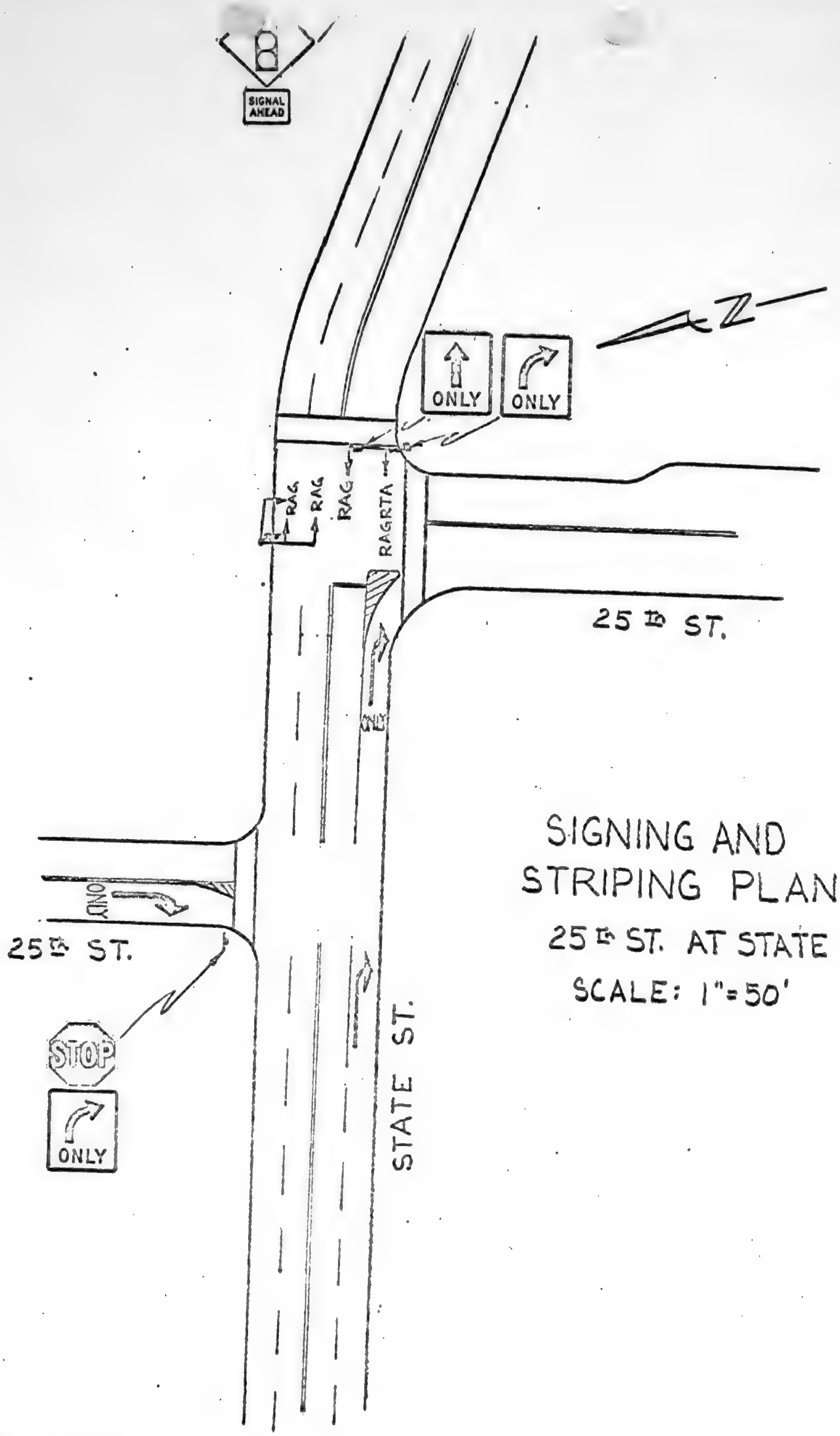


SIGNAL TIMING DIAGRAM
STATE STREET
14th TO 25th
55 SEC. CYCLE
MORNING OFFSET

KEUFFEL & ESSER CO. N



SIGNAL TIMING DIAGRAM
STATE STREET
4th TO 25th
55 SEC CYCLE
EVENING OFFSET


SIGNAL AHEAD
N
ONLY
ONLY
RAG
RAG
RAG
RAGRTA
25th ST.
ONLY
ONLY
25th ST.
STOP
ONLY
STATE ST.

SIGNING AND
STRIPING PLAN
25th ST. AT STATE ST.
SCALE: 1"=50'

8031

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 21, 1973

To: Diane Bowlin
4940 Sunnyside Road
SE Sp. #G-13
Salem, OR 97302

6

From:
L. E. George
Traffic Engineer

Subject: Traffic Signal Investigation
State Street @ 24th Street
Salem

A traffic signal investigation has been conducted for the subject intersection. As a result of this investigation it was found that the intersection meets the Interruption of Continuous Traffic Warrants for the installation of a traffic signal. The installation of a traffic signal at this location will be a joint State, City and possibly Federal project.

Funds for the installation of the traffic signal at this intersection will not be available until sometime after the beginning of the next fiscal year, in July, 1973.

Your expression of interest in traffic matters is appreciated.

DH:njc
bc: B. T. VanWormer
C. O. Frederickson

File No. ____________
Rd. No. ________ M.P. ________
City of ____________
Streets ____________
Rural ________ Urban ________

December 12, 1972

TO: Diane E. Bowlin
4940 Sunnyside Road, S.E. Sp. #G-13
Salem, OR 97302

FROM:

L. E. George
Traffic Engineer

I wish to acknowledge your letter of December 8 with the attached petition with 40 signatures thereon. It will be necessary for the State Highway Division to contact the City of Salem concerning this matter since any traffic signal work that might be done at this location would financially involve the City as well as the State.

Traffic signals on the State Highway system are installed on the basis of traffic warrants that are utilized nationally. We will proceed with a study of conditions at this intersection concurrent with our discussions with the City of Salem. It will take some time to collect the necessary traffic data in order to analyze the warrants and needs for this intersection.

We will contact you in the near future at such time as we have completed our study.

LEG:pb

bc: Bill Stark - Bill, I will have Dick Kuenn go ahead with the signal warrant study and we will get together with you after it has been completed.

NOTED
BRUCE TAYLOR

December 8, 1972

Mr. L. E. George
Traffic Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. George:

We are concerned, as citizens, about the traffic problem at the intersection of 24th and State Streets. The traffic tie-up at the rush hours results in many people taking "chances" to enter that intersection. It is especially bad when the driver needs to make a left turn which often results in a tie-up of 5-10-15 cars on 24th Street. Some of us have waited for as much as 10 minutes to be able to turn left on State Street (a five-minute wait is not uncommon), sometimes having to make a right turn and go down to 23rd Street in order to get back to 25th Street via an indirect route. Many people have begun using the Sirloin Tip parking lot as a shortcut, especially when they plan to make a right turn on to State Street.

We realize that there are other intersections in the city for which traffic lights are being considered, i.e. Hawthorne/Market and Broadway/North River Road. We urge you to encourage consideration of a traffic light at the intersection of 24th and State Streets. You will recall that one life was lost at this intersection on December 10, 1971, during the morning rush hours.

We would like to point out that 24th Street is the only connecting street between State Street and Center Street from Lancaster to 24th Street. This serves many people working at the State Hospital, the Salem Hospital-General Unit, the many professional offices (medical clinics, etc.), the Marion County Health Department and many others.

Thank you for your serious consideration of this matter. Is it possible that "revenue sharing" funds could be applied for in this case?

Sincerely,

Diane E. Bowlin
4940 Sunnyside Rd. S.E. Sp. #G-13
Salem, Oregon 97302

cc: City of Salem Traffic Engineer

Encl. Attachment for signatures

L. E. George
Traffic Engineer

November 15, 1972

Please sign below:

Janice Reynolds 890 Huron Ct SE - Salem
[illegible] Buesch 2340 Edgewood [illegible] Salem
Katrina Davis 3269 Lorian Ln. S.E. Salem
Phyllis M. Jacobson 2250 Strong Rd S.E. Salem
Kay Froemming 160 Courtway Monmouth
Lue Emmerson 8231 Macleay Rd. Salem
Tera Watson 234 N.E. 21st Salem -
Paula Simmons Rt. 2 Box 272 Silverton - Ore -
Barbara Balsavia 4119 Riverdale Rd. S. Salem.
Rebekah Burton 2410 Market NE Salem
Patricia Osley 1220 Monmouth, #21, Independence, Oregon
Thula M. Trullinger 844 Woodmansee Ct. S.E.
Marian Baker 4030 Fletcher Rd N.E. Salem.
Jean M. Savage 4644 Harcourt N.S. Salem
Genevieve Fox Rt 1 Box 765 Aumsville.
Ben Beckley 2145 Laurel Ave N.E.
[illegible] 3281 Croisan Ck. Rd. S. SALEM 97302
- [illegible] 1160 - 14 St NE Salem
Marilyn Jackson 3940 - 35th Pl N.E. Salem, Oregon
Floyd Auer 7034 8th Ct., N.E., Salem, Ore.
Margie Hinkle 3875 Liberty Rd So. # 23, Salem
Thelma Fiesker P.O. Box 155 - Jefferson, Ore.
Maude Sparr 3044 [illegible] Dr NW - Salem, Ore.
Betty Leboeuf - 324 Stark St N. - Salem, Oregon
Linda Sanga 1774 Evergreen Ave. N.E. Salem
Karyn Sue Hellie - 3281 Croisan Creek Rd. S. Salem
[illegible] Hammonds 579 [illegible] N.E. Salem

(OVER)

8033 Troutdale (SE [illegible] St) [illegible] 1974
(Grading and [illegible])

C/A 4869 1/25/74

OREGON STATE HIGHWAY DIVISION

Form A-191- -(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Troutdale
P. O. Box 316
Troutdale, Oregon 97060
Attention of Mrs. Betty Bergstrom
City Recorder

Request No. (assigned by staff engineer or head of section) cc-1469
Date April 23, 1975
Payer's Order No. (if any)
Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Special City Allotment Program
S. E. 8th Street, Contract No. 8033
Covered by Agreement dated January 10, 1974

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit		$3,700.00
		As Per Attached Statement		
		Final Cost	$26,369.11	
		Agreed State's Share	25,000.00	
		Agreed City's Share		1,369.11
		REFUND DUE CITY		$2,330.89

If payer has made payment for this service, indicate the amount of payment. $	Credit distribution: 326-1495-295 $ 159.68 326-1705-295 $1,209.43
If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $3,700.00	Submitted by: F. Hildebrandt Fred Hildebrandt, Cities Engineer
Is this a partial or final request for billing? Final	Approved: Richard Unrein Richard Unrein, Urban ~~Regional~~ Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	Approved: ORIGINAL SIGNED B. GEORGE HOPKINS Section Head or Staff Engineer
Give the number of the last previous request in connection with this same service.	

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DEPARTMENT

Date April 23, 1975

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1974

Contract # 8033 **Prefix** 326-1705 **Survey Prefix** 326-1495

Street S. E. 8th Street

City Troutdale

Payments to Contractor (see attached voucher)	$23,398.30*
Engineering and Contingencies	$ 2,811.13
Survey: Total $3,460.50 Prorated Share	$ 159.68
TOTAL	$26,369.11
Agreed State Share	$25,000.00
Agreed City Share	$ 1,369.11
City Advance Deposit	$ 3,700.00
Refund Due City	$ 2,300.89

Reference: **Outside Billing** cc-1469

*Includes interest in the amount of $3.90.

$$26,209.43 - 25,000.00 = \frac{1,209.43 \times 3,460.50}{26,209.43} = 159.68$$ (P. E. Costs)

RU

SUMMARY OF COST DISTRIBUTION DATE 10/29/74

FUND	VOUCHER NUMBER	OBJECT	SYSTEM COUNTY	MAJOR CLASS	PROJECT	FUNCTION	GRP	AMOUNT	P/N	REF/P.O. CREW NO.
1	17267	41	326	17	05	201 00		.12CR		
1	17267	41	326	17	05	204 00		1,169.73		
1	17267	41	326	17	05	206 00		3.90		
								1,173.51	*	
								1,173.51	*	

```
                               324   1471      910    00                 1[illegible].75            1[illegible].75            1[illegible].75
                                                ** JOB TOTALS **          825.68  **            825.68  **          825.68

RQUAM STREET (MT ANGEL)        324   1472      901    00               1,588.54               1,631.72              1,631.72
                               324   1472      910    00                 166.00                 166.00                166.00
                                                ** JOB TOTALS **        1,754.54  **          1,797.72  **        1,797.72

ROUTDALE (SE 8TH ST)           326   1495      901    00                                         70.43              2,415.70
                               326   1495      905    00                                          7.75                544.26
                               326   1495      910    00                                         20.56                116.73
                               326   1495      918    02                                                                2.15
                               326   1495      920    00                                                               21.77
                               326   1495      921    00                                        122.33                359.89
                                                ** JOB TOTALS **                  **            221.07  **        3,460.50

TH STR (HERMISTON)             330   1499      910    00                                                               32.[illegible]
                               330   1499      918    00                                                                1.[illegible]
                                                ** JOB TOTALS **                  **                    **             33.[illegible]

RR @ 2ND ST (LAGRANDE)         331   1415      901    00                                        258.05                258.05
                               331   1415      905    00                                           .25                   .25
                               331   1415      914    00                                          2.70                  2.70
                               331   1415      923    00                 147.98                 147.98                147.98
                                                ** JOB TOTALS **          147.98  **            408.98  **            408.98

 GAARDE ST(TIGARD)             334   1460      296    00                                                            1,714.64CR
                               334   1460      297    00                                                            1,114.64
                               334   1460      299    00                                                              600.00
                               334   1460      901    00                                                            2,2[illegible].22
                               334   1460      907    00                                                              445.50
                               334   1460      914    00                                                               73.81
                                                ** JOB TOTALS **                  **                    **          2,806.08

ALATIN-SW 80TH AVE             334   1464      295    00                                      1,384.32              1,384.32
                               334   1464      296    00                                      1,384.32CR            1,384.32CR
                               334   1464      901    00                                                            2,260.24
                               334   1464      905    00                                                              676.45
                               334   1464      910    00                                                               28.30
                               334   1464      914    00                                                                3.52
                               334   1464      918    01                                                                 .13
                               334   1464      920    00                                                               39.22
                               334   1464      921    00                                                              400.32
```

```
                             324   1724     900     00                                                      [illegible]
                                              ** JOB TOTALS **                                                2,8[illegible].02
                                                                              **                **            19,009.40
JEFFERSON (CHURCH ST)        324   1725     201     00
                             324   1725     295     00                                                        18,890.39
                             324   1725     296     00                                                         1,918.23
                             324   1725     900     00                                                         1,918.23C
                                              ** JOB TOTALS **                                                 1,807.46
                                                                              **                **            20,697.85
TROUTDALE-SE 8TH STREET      326   1705     201     00
                             326   1705     204     00                                   23,394.40            23,394.40
                             326   1705     206     00
                             326   1705     900     00                                        3.90                 3.90
                                              ** JOB TOTALS **                            2,811.13             2,811.13
                                                                              **         26,209.43  **        26,209.43
ALLS CITY-CHAMBERLIN ST      327   1714     201     00
                             327   1714     900     00                                                        15,248.97
                             327   1714     900     00 0                                                       1,576.47
                                              ** JOB TOTALS **                                                     5.56
                                                                              **                **            16,831.00
ERMISTON-SE 4TH              330   1731     282     00
                             330   1731     915     00                                                        21,311.00
                                              ** JOB TOTALS **                                                   117.13
                                                                              **                **            21,428.13
SLAND CITY-D STREET          331   1714     201     00
                             331   1714     203     00                                                         7,688.33
                             331   1714     900     00                                                            90.00
                                              ** JOB TOTALS **                                                 1,186.81
                                                                              **                **             8,965.14





L TO DATE JOB COST SUMMARY
                                                                                   MARCH 1975             PAGE  485

RIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION   GR   CURRENT MONTH           FISCAL              GRAND TOTAL
ORTH POWDER-E STREET                                                               YEAR TO DATE           TO DATE
                             331   1715     201     00                                                        18,396.96
                             331   1715     203     00                                                          600.00CR
                             331   1715     900     00                                                        2,432.41
```

FISCAL YEAR
74-75

OREGON STATE HIGHWAY DIVISION

Form 81-734-1022 (Rev. 9 7[illegible])

DISBURSEMENT VOUCHER

204

	VOUCHER DATE	TOTAL AMOUNT
Frady Construction Co. 1437 S.E. 40th Portland, OR 97214	10-28-74	$ 1,173.51

WARRANT NUMBER [illegible]

		$
Contract no. 8033		
Estimate no. 4 Final		
To 9-9-74		
	Principal	1,169.61
	Interest	3.90
on		

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

CHECKED - Acctg. Control

N STATE HIGHWAY DIVISION

ONTRACT PAYMENT VOUCHER

FORM 81 734-1020

COUNTY	CONTRACT NO	ESTIMATE NO.	PRESIA NO S
MULTNOMAH	8033	4	

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: TROUTDALE (SE 8TH STREET)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	9N GENERAL EXCAVATION	LUMP SUM	5644.0000	100.000	5644.00	5644.00
002	9N 1 1/2 IN 0 AGGREGATE BASE8 INCHES THICK	SQ YDS	2.4000	1,843.400	4424.16	4424.21
003	9N CLASS C ASPHALT CONCRETE,3 INCHES THICK	SQ YDS	3.6000	1,843.400	6636.24	6636.31
004	9N 12 INCH SEWER PIPE	LIN FT	11.0000	340.000	3740.00	3740.00
005	9N CONCRETE INLET, TYPE G-1	ONLY	400.0000	4.000	1600.00	1600.00
006	9N 6 INCH DRAIN PIPE	LIN FT	6.0000	100.000	600.00	600.00
007	9N ADJUSTING MANHOLES	ONLY	750.0000	1.000	750.00	750.00

Contract #8033 (Final Estimate)

3rd Notif Date 9-19-74

Interest Starts 10-20-74

Vince

10 17 74 PG. 01 3033

PREVIOUS VOUCHER NO. 13522	TOTAL CONTRACT ITEMS	23394.40	23394.52
CHECKED BY. JP:ON	% RETAINED ON CONTRACT ITEMS	-	1,169.73
	FORCE ACCOUNT		
ENGINEER OR AUDITOR Roy W. Pyle	TOTAL PAYMENTS	23,394.40	22,224.79

WAY DIVISION

ENT VOUCHER

COUNTY MULTNOMAH	CONTRACT NO 8033	ESTIMATE NO. 4	PREFIX NO'S
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.		
SECTION TROUTDALE (SE 8TH STREET)			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
XCAVATION	LUMP SUM	5644.0000	100.000	5644.00	5644.00	
0 AGGREGATE BASE8 INCHES THICK	SQ YDS	2.4000	1,843.400	4424.16	4424.21	.05-
SPHALT CONCRETE,3 INCHES THICK	SQ YDS	3.6000	1,843.400	6636.24	6636.31	.07-
EWER PIPE	LIN FT	11.0000	340.000	3740.00	3740.00	
INLET, TYPE G-1	ONLY	400.0000	4.000	1600.00	1600.00	
AIN PIPE	LIN FT	6.0000	100.000	600.00	600.00	
MANHOLES	ONLY	750.0000	1.000	750.00	750.00	
		TOTAL CONTRACT ITEMS		23394.40	23394.52	.12-
		% RETAINED ON CONTRACT ITEMS		-	1,169.73	1,169.73
		FORCE ACCOUNT				
		TOTAL PAYMENTS		23,394.40	22,224.79	1,169.61

ct #8033 (Final Estimate)

Notif Date 9-19-74

est Starts 10-20-74

Vince

PG. 01 3033

8033

October 22, 1974

Wells-Reed-Wood-West Co.
415 Morgan Building
Portland, OR 97205

Gentlemen:

On October 11, 1974, we wrote to you concerning release of final payment on Contract No. 8033 awarded to Frady Construction Co. for work on S.E. 8th Street (Troutdale) Section in Multnomah County.

Final payment on this contract is $1,169.61 and the total contract amount is $23,394.40. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: Frady Construction Co.
1437 S.E. 40th
Portland, OR 97214

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Ave.
Seattle, WA 98121

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
E. L. Hardt

2ca
Troutdale

CON14-2

10-3-74

NARRATIVE REPORT
Troutdale (S.E. 8th Street)

Contract No. 8033

Prefix: 326-1705

The contract was awarded on June 26, 1974 to Frady Construction Company, work began on July 29, 1974. 60 calendar work days were specified and the contract was completed in 49 calender work days. The contractor was delayed a week or more during the progress of the work while the city lowered water lines that were thought to be lower than they were found to be after grading. The paving was subcontracted to Oregon Asphalt Paving Company, all other work was performed by the prime contractor. This was a State-City project, the city agreed to pay additional costs in excess of $25,000. The County-City Engineer's original rough estimate was $31,000 to grade, base, pave and curb a 40 foot wide street. When the location was completed and anticipated costs estimated they amounted to $55,000. This amount exceeded the city's budget. The project was cut back to a 40 foot graded street with 28 foot based and paved street with the curbs omitted. The 50 foot right of way width resulted in the necessity of 1½:1 slopes. The unsurfaced 6 foot shoulders and steep slopes detract from the general appearance of the street, however the city is pleased with the improvement and it will provide a needed school bus route for the school at the easterly terminus of the project. Total field costs for the project were $26,010.54 or 7.8% less than the original contract authorization.

1

2

w/copy

Roy W. Pyle
Roy W. Pyle
Resident Engineer

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1974
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

RECEIVED
OCT 2 1974
PROJECT MANAGEMENT SECTION

Cop-for your info
R

8033

FORM 81-734-3001 OREGON STATE HIGHWAY DIVISION **FIELD ENGINEER'S WEEKLY REPORT** FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION	SECTION Troutdale (SE 8th Street)	WEEK ENDING September 21, 1974 SECTION PREFIX 326-1705
	HIGHWAY City Street	COUNTY Multnomah
NAME OF JOB Troutdale (SE 8t Street)	KIND OF WORK Grading and Paving	
CONTRACTOR Frady Construction Company	CONTRACT NUMBER 8033	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT June 26, 1974	DATE WORK STARTED July 29, 1974	ESTIMATED COMPLETION DATE September 9, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS 60	CALENDAR DAYS USED 49
PROJECT AUTHORIZATION: $ 28,215.09	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 82%
EXCLUSIVE OF ENGINEERING: $ 25,750.89	ENGINEERING AUTHORIZATION $ 2,464.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 23,394.40	ENGINEERING COST TO DATE $ 2,616.14	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9 %	PERCENT OF AUTHORIZATION +6.2 %	DATE PROJECT WAS COMPLETED: September 9, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final estimate will be submitted to Region Monday, Sept. 23rd.

SIGNED Roy W. Pyle LOCATION Troutdale

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

#8033

4

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

bc: E. S. Hunter
L. W. Rulien
C. T. Keasey
V. E. Skoog
E. L. Hardt

July 5, 1974

Mrs. Truly V. Wright
City Recorder
P. O. Box 316
Troutdale, Oregon 97060

Dear Mrs. Wright:

We wish to acknowledge receipt of the City of Troutdale's check No. 130 in the amount of $3,700.00, as deposit on the 1974 Special City Allotment project on S. E. 8th Street.

The project is now clear for award to the apparent low bidder, Frady Construction Company.

We appreciate your cooperation in this matter and invite any inquiries.

Very truly yours,

H. S. Cox
County and City Engineer

By

James O. Butler
Cities Engineer

JOB:ljt

RECEIVED
JUL 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8033

8

June 27, 1974

Frady Construction Company
1437 S. E. 40th Avenue
Portland, OR 97214

Gentlemen:

The Oregon Transportation Commission on June 26, 1974, accepted your proposal for work on S.E. 8th Street in Troutdale in Multnomah County for the sum of $24,642. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as the City of Troutdale has approved and deposited $3,700.

These conditions were fulfilled and the Administrator of Highways on June 26, 1974, awarded you the project, which has been assigned Contract No. 8033.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
E. L. Hardt
Roy Pyle
Wm. Geibel (SAIF)

. 8033

8

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

bc: E. S. Hunter
L. W. Rullen
C. T. Keasey
V. E. Skoog
E. L. Hardt, Region 1

June 21, 1974

Mrs. Truly V. Wright
City Recorder
P. O. Box 316
Troutdale, Oregon 97060

NOTED
E. S. HUNTER

Dear Mrs. Wright:

On June 20, 1974 bids were opened on the 1974 Special City Allotment project on S.E. 8th Street. The apparent low bid was submitted by Frady Construction Company of Portland.

The anticipated costs are as follows:

Contractor's bid	$24,642.00
Engineering & Contingencies (14½%)	3,573.09
	$28,215.09
City's estimated share of preliminary engineering	455.00
TOTAL	$28,670.09

As the contract cannot be awarded until the City has deposited its estimated share of the cost, please forward, at your earliest convenience, a check to this office in the amount of $3,700.00 made payable to the Oregon State Highway Division.

Very truly yours,

H. S. Cox
County and City Engineer

By Jim

James O. Butler
Cities Engineer

JOB:ljt

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Frady Construction Co., Portland

TROUTDALE (S.E. 8TH STREET) SECTION

CITY STREET

MULTNOMAH COUNTY

State Project
0.10 Mile Grading and Paving

Bids Received June 20, 1974

1.	General Excavation	All Specified		$ 8,060.00
2.	1" - 0 Aggregate Base, 8 inches Thick	2,050 sq.yds.	2.00	4,100.00
3.	Class "C" Asphalt Concrete, 3 inches Thick	1,950 sq.yds.	4.00	7,800.00
4.	12-inch Sewer Pipe	380 lin.ft.	8.00	3,040.00
5.	Concrete Inlet, Type G-1	4 only	375.00	1,500.00
6.	6-inch Drain Pipe	88 lin.ft.	6.50	572.00
7.	Adjusting Manholes	1 only	500.00	500.00
		For Comparison of Bids		$ 25,572.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$25,572.00 $25,572.00	24,642.00
Contingencies (4-1/2%)	1,150.74	3,573.09
Engineering (10%)	2,557.20	
Estimated Net Authorization, Constr.	$29,279.94	28,215.09
		- 25,000.00
		3,215.09
		455.00
		3670.09

City's share of PE $4000 \times \frac{3,215.09}{28,215.09}$ = #455.80
say 455

say #3,700

6-20-74

called Mrs Wright
9-1-665-5175
and advised her of
3,700 deposit for
city's share
she says OK.

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

25,572

PROJECT NO.: #13 MULTNOMAH COUNTY
TROUTDALE (SE 8th STREET) SECTION

OWNER: OREGON STATE HIGHWAY DEPARTMENT

YES
SCA

DATE: JUNE 20, 1974

PAGE 1

Fredy Const Co Portland

1. Brady Const. Co. Port. 24,642

2. Oregon Asp. Paving Co. Port. 25,011

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. 5,644 General Excavation	1	5,644	6,500	
2,050	S.Y. 4,920 1" - 0 Aggregate Base, 8 inches Thick	2	2 40	2 20	
1,950	S.Y. 7020 Thick Class "C" Asphalt Concrete, 3 inches	3	3 60	3 50	
380	L.F. 4,180 12-inch Sewer Pipe	4	11-	12-	
4	Only 1,600 Concrete Inlet, Type G-1	5	400	350	
88	L.F. 528 6-inch Drain Pipe	6	6-	7-	
1	Only 750 Adjusting Manholes	7	750	600	
	24,642				

LAST

BOND WITH SAFECO

® SAFECO [illegible] Company of America, registered trademark [illegible]
PRINTED IN U.S.A.

UTILITY EASEMENT

KNOW ALL MEN BY THESE PRESENTS, That Robert Landis ______________, hereafter called grantor, in consideration of Two DOLLARS to the grantor paid, the receipt whereof hereby is acknowledged, does hereby grant to the City of Troutdale, Oregon, its successors and assigns, referred to herein as the City, a Construction temporary easement, and all necessary related facilities under the following described land:

> A strip of land 5 feet in width in Section 25, Township 1 North, Range 3 East, W.M., Multnomah County, Oregon, the North side of Tax lot 14, in the City of Troutdale, Oregon.

It is the intent that the defined limits of the construction easement extend from property line to property line.

Upon acceptance of the completed work by the City, this construction easement shall become void and all rights returned to the owner of the property.

TO HAVE AND TO HOLD said construction easement and right of way unto said City, its successors and assigns, during construction of the utilities and related facilities.

The City shall fill all excavations as soon as practicable after opening; dispose of all brush and debris, and replace in like condition all improvements, trees, ornamental shrubs and crops, if practicable, and as soon as practicable after damage or destruction, but if not practicable then pay the Grantors, their heirs and assigns, the reasonable value thereof.

The only persons, firms, or corporations known by Grantors to have any interest in the granted property are:

____

____

Dated this __________ day of ______________, 1974.

______________________ ______________________

______________________ ______________________

RECEIVED
COUNTY & CITY SECTION
JUN 24 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

STATE OF OREGON)
Multnomah County) SS
City of Troutdale)

Dated June 19, 1974.

Personally appeared the above-named Robert L. Landis

____

and acknowledged the foregoing instrument to be their voluntary act and deed.

Before me ______________________
Notary Public for Oregon

My Commission expires: March 5, 1978

N GIFFORD 5 8 74
SCA

Section Troutdale (S.E. 8th. Street)
Highway City Street
County Multnomah
Kind of Work Grading & Paving

Project Alltoment $ 29 300
Project Length 0.10 mile
Completion Time 60 cal. workdays

FA Project No. State

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 25,560 –

Anticipated Additional Items:

Flagging (State Share) . . . . $
Slide Correction . . . .
Railroad Protective Costs. . . . .
Other Railroad Costs . . . .
Permanent Signing . . . .
Permanent Pavement Striping. . . . .
Stage Construction Striping. . . . .
Temporary Erosion Control. . . . .
Install Truck Scale Mechanism. . . . .
Truck Scale House . . . .
Install Temporary Traffic Signals. . . . .
Install Water Meter. . . . .
Furnish Water. . . . .
Laboratory Fees. . . . .
Furnish Mail Box Posts . . . .
Pipe Bedding Materials . . . .
On the Job Trainees. . . . .
State Responsibility for Damages . . . .
Adjust Utilities . . . .

$

$ 25,560

Contingencies (4-1/2%) 1,150.20
Engineering (10 %). . . . . 2,556 –
TOTAL $

Credit for . . . .

Estimated Net Authorization, Construction. . . . . $ 29,266.20

County, City
Unrel'n ok'd
Amt. Estimate
5-8-74

J H Winstey

Troutdale (S.E. E[illegible]h. Street) Sec.
Grading and Paving
Estimate

	Unit	Quant	Unit Cost	Amount
General Excavation	All	All	Lump Sum	8060–
1"–0 Aggregate Base, 8–inches Thick	Sq.Yd.	2050	2–	4100–
Class "C" Asphalt Concrete, 3-inches Thick	Sq.Yd.	1950	4–	7800
8-inch Sewer Pipe	Lin.Ft.	90	7–	630–
12-inch Sewer Pipe	Lin.Ft.	290	8–	2320
Concrete Inlet, Type G-1	Each	4	375–	1500–
6-inch Drain Pipe	Lin.Ft.	100	6^{50}	650
Adjusting Manholes	Each	1	500–	500–
		25,	560–	

sca

Oregon Transportation Commission
State Highway Building
Salem, Oregon 97310

Attention County & City Unit

RECEIVED
COUNTY & CITY SECTION
MAY 17 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ RE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

Re: Right-of-Way
1974 Special City Allotment Project
S.E. 8th Street
City of Troutdale

Gentlemen:

We hereby certify that to the best of our knowledge and belief all rights-of-way and rights-of-entry for the above referred to project have been secured.

Dated at Troutdale, Oregon, this 15th day of May, 1974.

TROUTDALE CITY COUNCIL

By ____________________
Mayor

By Truly J. Wright
Recorder

5/6/74

SCA

Gateway to Columbia River Gorge

City of Troutdale

Columbia and Kibling Streets

104 Kibling Street 665-5175

TROUTDALE, OREGON 97060

May 1, 1974

State of Oregon Highway Division
Highway Building
County-City Section
Salem, Oregon 97310

Attn: Mr. ~~Gary Zehner~~
Jim

Re: S. E. 8th Street

Dear Mr. Zehner:

This letter is to confirm your telephone conversation with Mr. George W. Phoenix.

The City of Troutdale accepts your proposal on S.E. 8th Street, with the width of 28" of paving, with storm drains but uncurbed.

The approzimate cost to the City of $6,370.00.

Sincerely,

Truly V. Wright

Truly V. Wright
City Recorder

RECEIVED
COUNTY & CITY SECTION
MAY 2 1974
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

8133

8

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: S. E. 8th Street
Highway: City of Troutdale
County: Multnomah
Prefix: 326-1495

Res. Engr. Roy W. Pyle
Approx. Length 0.09± mile
~~Sta.~~ Buxton St. to ~~Sta.~~ Harlow St.
Date April 26, 1974

Mean Truck A.D.T. 9
Traffic Coefficient 5.1
18 kip s. a. per day 1.2

Annual Precipitation 44"±
Frost Penetration - - - - -
CBE Total Requirement 16.5"

(1)

Typical Soil	
25	LL
0	PI
100	%P 10
77	%P 200
0	% Gravel
10	% C Sand
13	% F Sand
65	% Silt
12	% Clay
8	R Value
A-4	AASHO Classif.

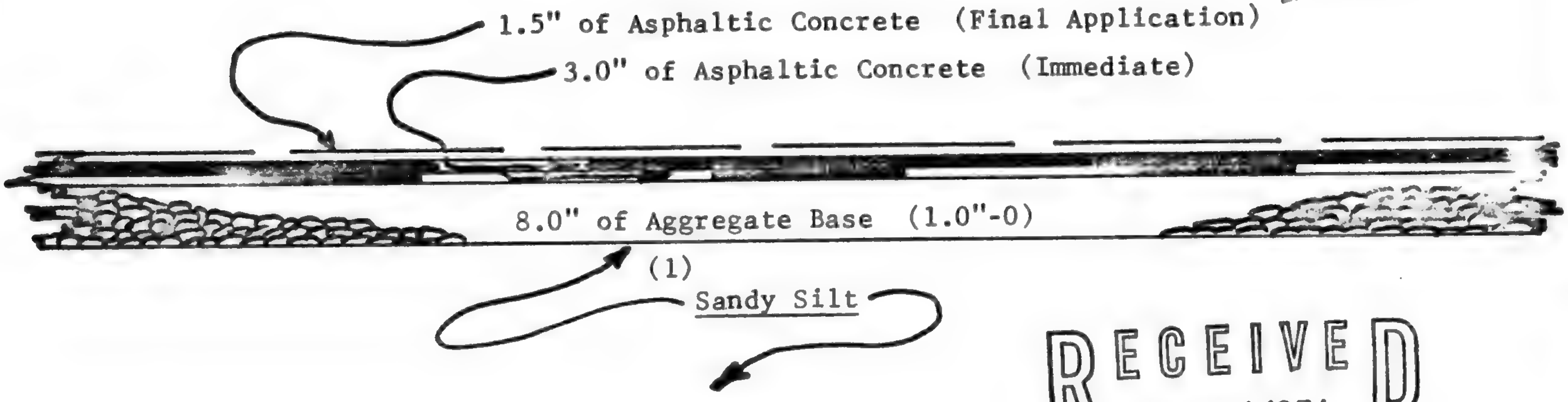
Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
3.0	1.5	A.C. (F.A.)
6.0	3.0	A.C. (I.)
8.0	8.0	A.B.
17.0	12.5	

STRUCTURAL SECTION

NOTED
E. S. HUNTER


1.5" of Asphaltic Concrete (Final Application)
3.0" of Asphaltic Concrete (Immediate)
8.0" of Aggregate Base (1.0"-0)
(1)
Sandy Silt

RECEIVED
MAY 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Asst Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: S. E. 8th Street

HIGHWAY: City of Troutdale

COUNTY: Multnomah

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
Cars Only	2.0"	---	9.0"	13.0"	11.0"

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 4.5 and a C.B.E. Requirement of 14.5". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0 " Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8 " Aggregate Base
1.0" Cement Treated Base = 1.8 " Aggregate Base
1.0" Oil Mat = 1.1 " Aggregate Base
1.0" Aggregate Subbase = 0.8 " Aggregate Base
1.0" Lime Treated Subgrade = 1.0 " Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: S. E. 8th Street

HIGHWAY: City of Troutdale

COUNTY: Multnomah

150 Present ADT (1974)

4 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	5	1.6	8	7	450	3,150
3	1	1.6	2	2	1000	2,000
4	--	---	--	--	1250	- - --
5	--	---	--	--	3180	- - --
6	--	---	--	--	2570	- - ---
				9	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 5,150

TWENTY YEAR EWL 103,000

TRAFFIC COEFFICIENT 5.1

SECTION: S. E. 8th Street
HIGHWAY: City of Troutdale
COUNTY: Multnomah

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: None made. See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This is a short section (0.09± mile), and traffic does not warrant the use of C.R.P.C.C.

SCA

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE April 19, 1974

TO Mr. Victor D. Wolfe
Location Engineer

FROM D. R. Adams
Regional Construction Engineer

SUBJECT S.E. 8th Avenue (Troutdale)
Buxton-Harlow Street Section
Prefix 326-1495

Attached herewith is the location data for the subject project.

The original estimate made by County-City was $31,000. The construction estimate has now risen to $55,327 including engineering and contingencies. This new cost may pose a problem for the City to handle. They should probably be contacted formally to confirm their ability to participate to the extent required. We are advising the City on an informal basis of the new project costs.

DRA/b
att
cc: H. S. Cox
Roy Pyle

NOTE: 4-23-74
Request project be held to original
cost by cut back of length.
[illegible]

RECEIVED
COUNTY & CITY SECTION
APR 22 1974
☑ ENGR. ☑ COOR. ☒ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

8033

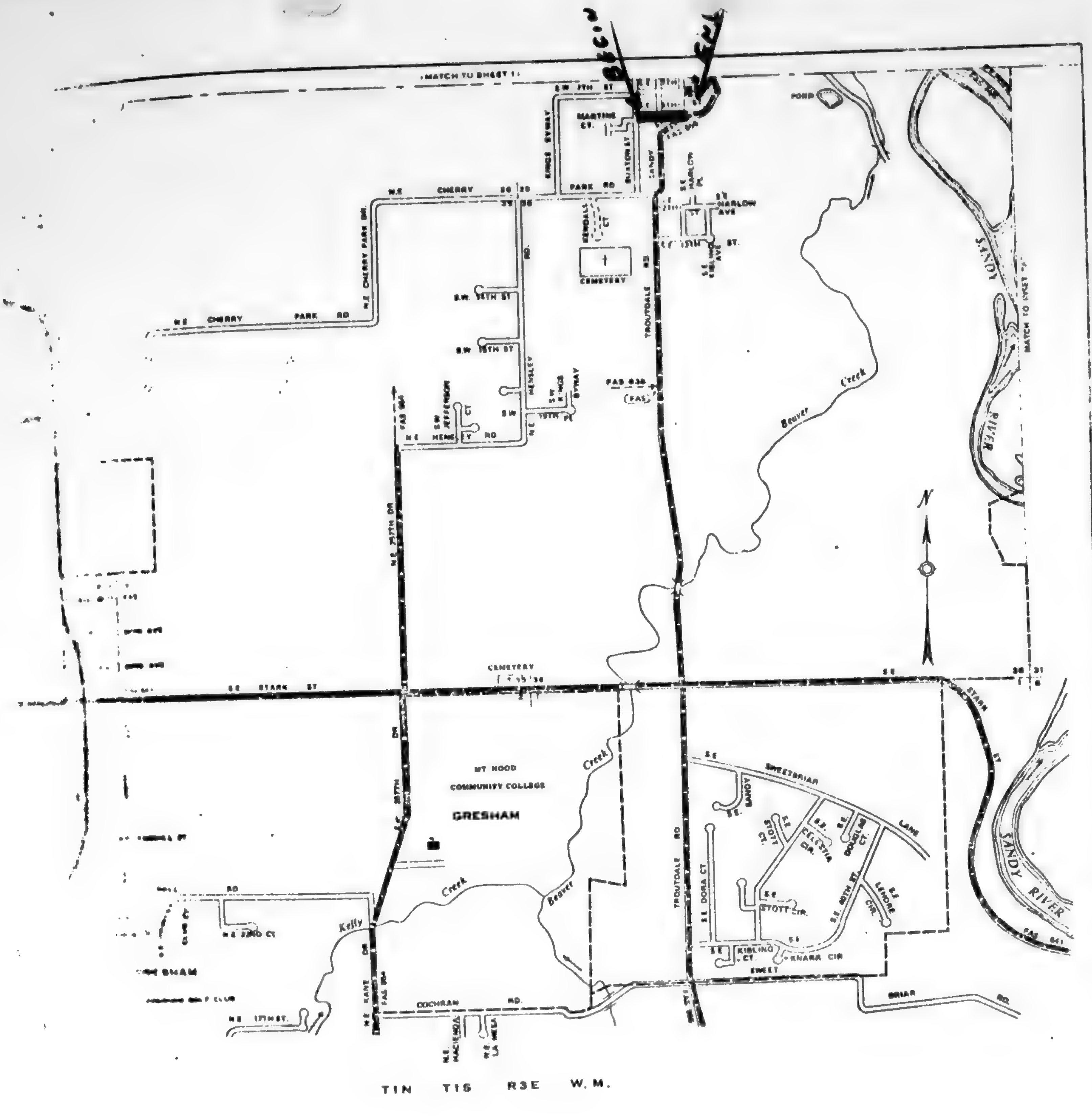
2-11-74

PREFIX: 326-1495

LOCATION PROSPECTUS
TROUTDALE (SE 8th STREET) SECTION
CITY STREET
MULTNOMAH COUNTY

HIGHWAY:	SE 8th Avenue. A City street, not on State or Federal-aid system.
TERMINI:	From Buxton Street to Harlow Street.
LENGTH:	0.09 mile.
PROGRAM:	Special City Allotment 1974 Funds. City participation on curbs.
NARRATIVE:	This will be a location survey to prepare plans, specifications, and estimates for grading, paving, and curbs. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time.
TYPICAL SECTION:	40-foot curbed city street.
MATERIAL:	Commercial sources.
ACCESS:	Under City jurisdiction.
UTILITIES:	City's responsibility.
AGREEMENTS:	Routine Special City Allotment project.
PARKS:	None affected.

Attach
February 11, 1974


Begin
End
MATCH TO SHEET 1
S.W. 7TH ST
MARTINE CT.
KINGS BYWAY
BUXTON ST
SANDY
PARK RD
N.E. CHERRY PARK DR
N.E. CHERRY PARK RD
KENDALL CT
CEMETERY
TROUTDALE RD
HENSLEY RD
S.W. JEFFERSON CT
FAS 636
Beaver Creek
SANDY RIVER
MATCH TO SHEET 1
N
S.E. STARK ST
CEMETERY
MT HOOD COMMUNITY COLLEGE
GRESHAM
N.E. 257TH DR
Kelly Creek
Beaver Creek
S.E. SWEETBRIAR LANE
S.E. DORA CT
STOTT CIR
CELESTIA CIR
DOUGLAS CT
S.E. 40TH ST
LEMORE CIR
KIBLING CT
KNARR CIR
COCHRAN RD
BRIAR RD
N.E. KANE DR
T1N T1S R3E W.M.

•••• Proposed Project

LEGEND

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
▲ POST OFFICE
▲ SCHOOL
○ CITY CENTER
■ R.R. DEPOT
▬ ▬ CITY LIMITS
● PUBLIC BLDG
CY CITY HALL
CT COURT HOUSE
▲ ARMORY
L LIBRARY

TROUTDALE

MULTNOMAH COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,680

Scale in Feet

REVISED FEB 1973

SHEET ARRANGEMENT

SHEET 2 OF 2 SHEETS

8033

8

January 25, 1974

City of Troutdale
City Hall
Troutdale, Oregon 97060

Attention: Truly V. Wright
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4869

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to S. [illegible] 8th Street from Buxton to Harlow Streets.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

December 19, 1973

Mrs. Truly V. Wright
City Recorder
P. O. Box 316
Troutdale, Oregon 97060

Re: S.E. 8th Street
1974 Special City Allotment Project

Dear Mrs. Wright:

On December 19, the Oregon Transportation Commission approved the City's request for a 1974 Special City Allotment project to be constructed from funds authorized by ORS 366.805.

The project was approved on the basis of the attached project description and city map, showing the limits of the approved project. Also attached are regulations and procedures pertaining to these projects.

You will be contacted in the near future concerning construction details.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary E. Zehner
Cities Engineer

GEZ:ljt

Att.

cc: L. W. Rulien

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

SCA

Gateway to Columbia River Gorge

City of Troutdale

Columbia and Kibling Streets

104 Kibling Street 665-5175

TROUTDALE, OREGON 97060

October 26, 1973

Oregon State Highway Division
Highway Building
County-City Section
Salem, Oregon 97310

ATTN: Mr. Gary Zehner Re: S. E. 8th Street

Dear Mr. Zehner:

I am writing in regards to the telephone conversation you had with Mrs. Wright concerning the $6,000.00 the City of Troutdale is to contribute towards the S.E. 8th Street project.

This is to assure you the City has set aside the funds for this project.

I did not understand from Mrs. Wright about the storm sewer and curbs. Would you please clarify.

Thank you.

Very sincerely yours,

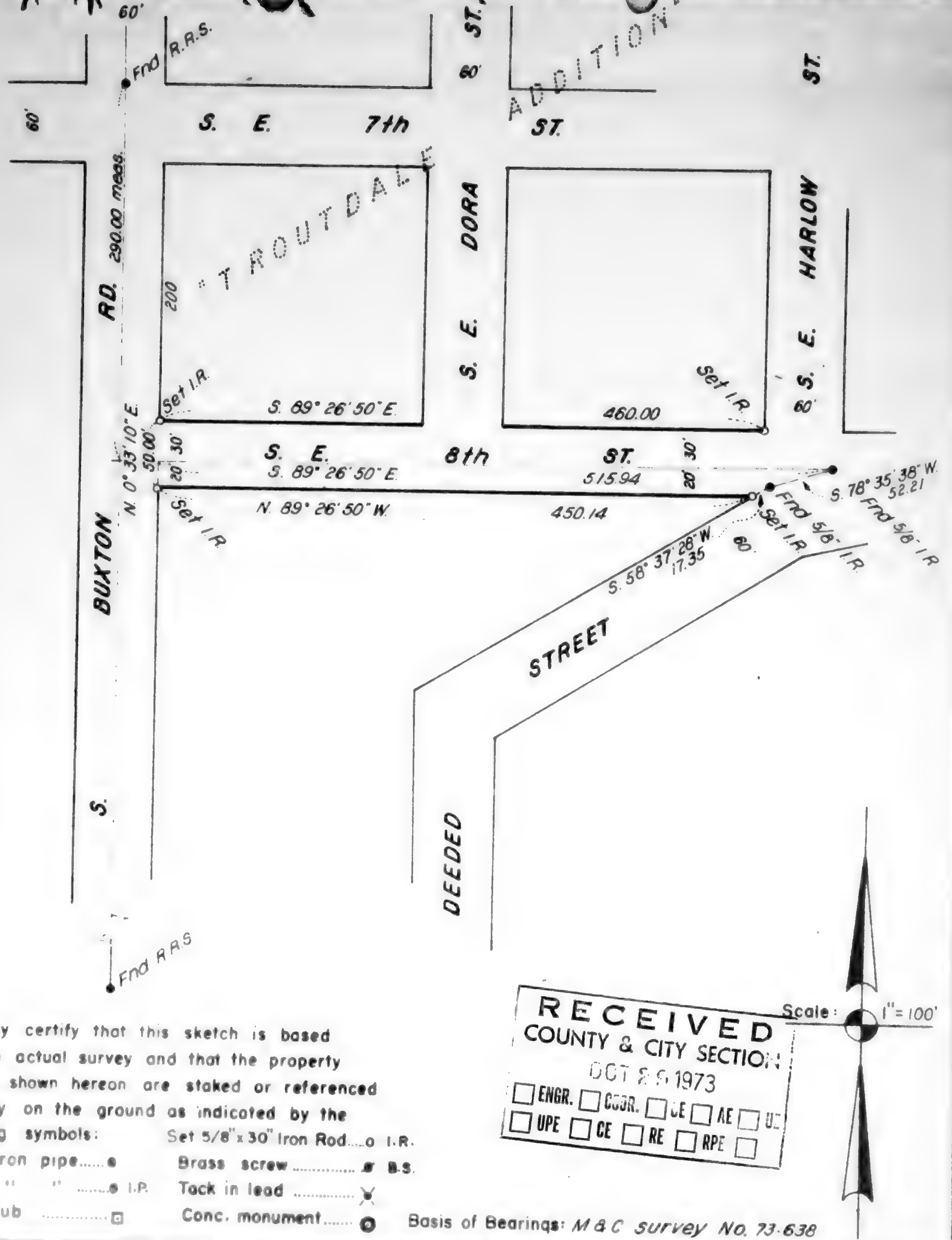
George W. Phoenix, Jr.

George W. Phoenix, Jr.
Supt. of Public Works

GWP/mle

10-29-73
called [illegible]
[illegible]

RECEIVED
COUNTY & CITY SECTION
OCT 29 1973
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐


60'
Fnd R.R.S.
60'
ST.
60'
"TROUTDALE ADDITION"
ST.
60'
S. E. 7th ST.
290.00 meas.
RD.
200
S. E. DORA ST.
S. E. HARLOW ST.
Set I.R.
S. 89° 26' 50" E.
460.00
Set I.R.
60'
N. 0° 33' 10" E.
50.00
30
20
S. E. 8th ST.
S. 89° 26' 50" E.
515.94
30
20
S. 78° 35' 38" W.
52.21
N. 89° 26' 50" W.
450.14
Set I.R.
Fnd 5/8" I.R.
Set I.R.
Fnd 5/8" I.R.
S. 58° 37' 28" W.
17.35
60
BUXTON
S.
DEEDED STREET
Fnd R.R.S.
Scale: 1" = 100'

RECEIVED
COUNTY & CITY SECTION
OCT 29 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

I hereby certify that this sketch is based upon an actual survey and that the property corners shown hereon are staked or referenced correctly on the ground as indicated by the following symbols:

Set 5/8" x 30" Iron Rod ..... o I.R.	
Found iron pipe ..... ●	Brass screw ..... ■ B.S.
Set " " ..... o I.P.	Tack in lead ..... ✗
Wood hub ..... ⊡	Conc. monument ..... ⊙

Basis of Bearings: M & C survey No. 73-638

PROPERTY SURVEY

the **N. 20.00 ft. of TAX LOT 14**

Situated in the S.W. 1/4 Section 25, T. 1 N., R. 3 E., W.M.

Multnomah County, Oregon

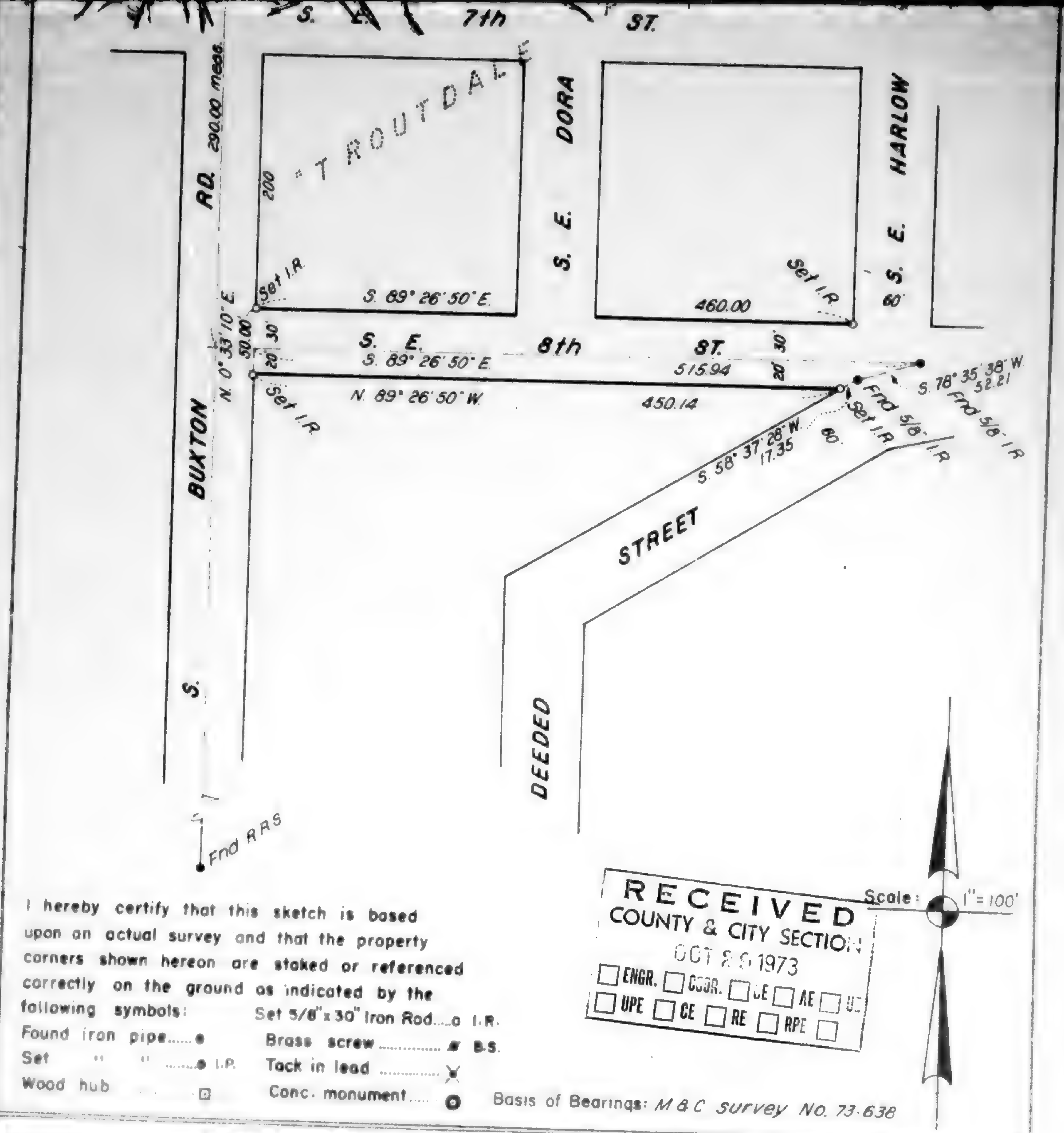
James W. Chase

Date: Oct. 22, 1973

MARX & CHASE SURVEYORS INC.

Gresham, Ore. Tel. 665-2116

JOB NO. 73-638


S. E. 7th ST.
TROUTDALE
RD. 290.00 meas.
200
S. E. DORA
S. E. HARLOW
Set I.R.
S. 89° 26' 50" E.
Set I.R.
460.00
60'
N. 0° 33' 10" E.
50.00
30
20
S. E. 8th ST.
S. 89° 26' 50" E.
515.94
30'
20'
S. 78° 35' 38" W.
52.21
Fnd 5/8" I.R.
Set I.R.
N. 89° 26' 50" W.
450.14
Set I.R.
Fnd 5/8" I.R.
S. 58° 37' 28" W.
17.35
60.
BUXTON
STREET
S.
DEEDED
Fnd R.R.S.
Scale: 1" = 100'

I hereby certify that this sketch is based upon an actual survey and that the property corners shown hereon are staked or referenced correctly on the ground as indicated by the following symbols:

Found iron pipe...... ●
Set " " .... ● I.P.
Wood hub ☐
Set 5/8" x 30" Iron Rod.... ○ I.R.
Brass screw .... ● B.S.
Tack in lead .... ✕
Conc. monument..... ⊙

Basis of Bearings: *M & C survey No. 73-638*

RECEIVED
COUNTY & CITY SECTION
OCT 29 1973
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ U
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PROPERTY SURVEY

the **N. 20.00 ft.** *of* **TAX LOT 14**

Situated in the S.W. 1/4 Section 25, T. 1 N., R. 3 E., W.M.

Multnomah County, Oregon

James W. Chase

Date: *Oct. 22, 1973*

MARX & CHASE SURVEYORS INC.

Gresham, Ore.

Tel. 665-2116

JOB NO. *73-638*

07756

STATE OF OREGON)
) ss.
Multnomah County)

DEED
07756

I, JOHN D. RICE, Director, Department of Administration Services and Recorder of Conveyances, in and for said County, do hereby certify that the within instrument of writing was received for record and recorded in the record of of said County at

AUG 10 10 04 AM '73
RECORDING SECTION
ADMIN. SERVICES
MULTNOMAH CO., OREGON

BOOK 942 PAGE 1554

In Book 942 Page 1553

witness my hand and seal of office affixed.

JOHN D. RICE, Director
Department of Administration Services

Deputy.

Rec—17

RECEIVED
COUNTY & CITY SECTION
SEP 19 1973

☑ ENGR. ☑ COOR. ☑ CE ☐ AE ☑ UE
☑ UPE ☑ OE ☑ RE ☒ NPE ☐

9-19-73

CITY OF TROUTDALE
104 KIBLING STREET
TROUTDALE, ORE. 97060

I certify that this is a true copy of the deed for street purposes . Deeded By Robert L. and Earl Landis for widening of 8th Street.

City of Troutdale

City Recorder

07756

ATE OF OREGON } ss. DEED
ltnomah County } 07756

JOHN D. RICE, Director, Department of Admin-
ation Services and Recorder of Conveyances, in
for said County, do hereby certify that the
hin instrument of writing was received for record
recorded in the record of
aid County at

AUG 10 10 04 AM '73

RECORDING SECTION
ADMIN. SERVICES
MULTNOMAH CO., OREGON

BOOK 942

Book 942 Page 1553

ness my hand and seal of office affixed.

JOHN D. RICE, Director
Department of Administration
Services

Deputy.

CITY OF TROUTDALE
104 KIBLING STREET
TROUTDALE, ORE. 97060

ify that this is a true copy
eed for street purposes . Deeded
t L. and Earl Landis for widening
treet.
City of Troutdale

City Recorder

CITY OF TROUTDALE
104 KIBLING STREET
TROUTDALE, ORE. 97060

66604

STATE OF OREGON } ss. 66604
Multnomah County }

DEED

I, JOHN D. RICE, Director, Department of Administration Services and Recorder of Conveyances, in and for said County, do hereby certify that the within instrument of writing was received for record and recorded in the record of
of said County at

JUN 28 1 29 PM

RECORDING SECTION
ADMIN. SERVICES
MULTNOMAH CO., OREGON

BOOK 934 PAGE 1897

In Book 934 on Page 1896

witness my hand and seal of office affixed.

JOHN D. RICE, Director
Department of Administration
Services

Deputy.

Rec-17

BOOK 942 PAGE 1553

KNOW ALL MEN BY THESE PRESENTS, That Robert L. Landis and Earl Landis

, hereinafter called the grantor, for the consideration hereinafter stated, to grantor paid by City of Troutdale, Oregon

(Deed for Road Purposes)

~~BOOK 934 PAGE 1896~~

, hereinafter called the grantee, does hereby grant, bargain, sell and convey unto the said grantee and grantee's heirs, successors and assigns, that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or appertaining, situated in the County of Multnomah *and State of Oregon, described as follows, to-wit:*

The north 20 feet of Tax Lot 14, Section 25 1N 3E

in the City of Troutdale, Oregon, Multnomah County

The North 20 feet of the following Tract of land in Section 25, Township 1 North Range 3 East, W. M. Multnomah County, Oregon: All of Lot 9, Lying West of the New County Road and South of the South line of Troutdale.

Re-recorded to Correct Legal Description.

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

And said grantor hereby covenants to and with said grantee and grantee's heirs, successors and assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances

and that grantor will warrant and forever defend the above granted premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, except those claiming under the above described encumbrances.

The true and actual consideration paid for this transfer, stated in terms of dollars, is $10.00 *①~~However, the actual consideration consists of or includes other property or value given or promised which is~~ ~~part of the~~ ~~the whole~~ ~~consideration (indicate which)~~.①*

In construing this deed and where the context so requires, the singular includes the plural.

WITNESS grantor's hand this 19th *day of* June *, 19*73.

x Earl Landis

Robert Landis

STATE OF OREGON, County of Multnomah) ss. June 19, 19 73

Personally appeared the above named Robert L. Landis

and acknowledged the foregoing instrument to be his *voluntary act and deed.*

(OFFICIAL SEAL)

Before me: Douglas L Buchne

Notary Public for Oregon

My commission expires [illegible] 1974

NOTE—The sentence between the symbols ①, if not applicable, should be deleted. See Chapter 462, Oregon Laws 1967, as amended by the 1967 Special Session.

State of *California* } ss.

County of *Los Angeles*

On this the *15th* day of *June* 19 *73*, before me, the undersigned Notary Public, personally appeared

Earl Landis

in the City of Troutdale, Oregon, Multnomah County

The North 20 feet of the following Tract of land in Section 25, Township 1 North Range 3 East, W. M. Multnomah County, Oregon: All of Lot 9, Lying West of the New County Road and South of the South line of Troutdale.

Re-recorded to Correct Legal Description.

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever.

And said grantor hereby covenants to and with said grantee and grantee's heirs, successors and assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances

and that grantor will warrant and forever defend the above granted premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, except those claiming under the above described encumbrances.

The true and actual consideration paid for this transfer, stated in terms of dollars, is $10.00 ①~~However, the actual consideration consists of or includes other property or value given or promised which is~~ ~~part of the~~ ~~the whole~~ ~~consideration (indicate which)~~.①

In construing this deed and where the context so requires, the singular includes the plural.

WITNESS grantor's hand this 19th *day of* June *, 19*73.

Earl Landis

Robert L Landis

STATE OF OREGON, County of Multnomah) *ss.* June 19, *19*73

Personally appeared the above named Robert L. Landis —

and acknowledged the foregoing instrument to be his *voluntary act and deed.*

(OFFICIAL SEAL)

Before me: Douglas L Buchner

Notary Public for Oregon

My commission expires [illegible] 11, 1974

NOTE—The sentence between the symbols ①, if not applicable, should be deleted. See Chapter 462, Oregon Laws 1967, as amended by the 1967 Special Session.

State of California

County of Los Angeles } ss.

On this the 15th day of June 1973, before me, the undersigned Notary Public, personally appeared

Earl Landis

known to me to be the person(s) whose name(s) is subscribed to the within instrument and acknowledged that he executed the same for the purposes therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

Seymour E. Bogin

SEYMOUR E. BOGIN
My Commission Expires Sept. 2, 1973

SIGNATURE, JURISDICTION, EXPIRATION DATE AND ADDRESS OF NOTARY PUBLIC

960

Mrs. Truly V. Wright
City Recorder
P.O. Box 316
Troutdale, Oregon 97060

August 28, 1973

Dear Mrs. Wright:

It is planned to submit your proposed project on S.E. 8th Street, from Buxton Street to Harlow Street, to the Transportation Commission for consideration of construction (1974) under the Special City Allotment Act (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $31,000 for a 40-foot curbed street (see attached estimate). The State's share would be $25,000.

In addition to the above, the City is to provide slope easements and a storm sewer outfall. Slope easements may be required for cut slopes on the southeasterly end of the project.

Should the Transportation Commission look with favor on your project, would the City of Troutdale be willing and able to pay all costs of the project in excess of $25,000, furnish the slope easements, and provide an outfall for the storm sewer?

Early receipt of a letter stating the City's ability and willingness to participate in the above project would be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

By

Gary E. Zehner
Cities Engineer

GEZ:lat
Att.

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE R RE K RPE ☐

S.C.A. Investigation Data

1974 PROGRAM

City of TROUTDALE Date 8-17-73 Div. 1
Population: 1968 620 1973 1,680
Street S.E. 8th Street from Buxton Street to Harlow Street.

No. previous projects 0
Last project — (year)
Total SCA funds $ —
Funds/capita $ —
Average/capita $ 26.81

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel x Concrete ___
Surface width: 12 feet, Shoulder-shoulder width: — feet
C-C width: — feet, R/W width: 50 feet
Remarks: The existing gravel Street is narrow and has no drainage, also inadequate base. Traffic consists of residential and school bus traffic to school at east end of project. Several trees will require removal and 5 poles need relocated.

PROPOSED

Surfacing: A.C. x Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 8 feet, C-C width: 40 feet
BASE DESIGN: A.C. 3 inches, Leveling — inches, Agg Base 12 inches
Lime T.S.G. — inches, Blanket — inches, P.M.B.B. — inches
Length: 0.09 mile, 475 feet. Type curb: "C"
Remarks: City wants a 40' curbed section. Slope easements may be required. City intends to replace water main on 8th prior to construction. City will provide outfall for storm sewer

GOOD PROJECT

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	1,000
General excavation	c.y.	1,432	3^{00}	4,296
Finishing roadbed & slopes ($1,500)	mile	0.09	—	150
Trench excavation	c.y.	28	10^{00}	280
Watering	M-gal.	31	8^{00}	248
Level material (3/4-0)	c.y.	—	—	—
Base material (1"-0 Agg Base)	c.y.	1,033	7^{00}	7,231
Asphalt	ton	382	18^{00}	6,876
Binder	all	all	L.S.	—
Concrete inlets G-1	each	4	200^{00}	800
~~Culvert pipe~~ 12inch Sewer Pipe	lin. ft.	90	7^{00}	630
Concrete curbs "C"	c.y.	33	80^{00}	2,640
Adjust Manhole	each	2	200^{00}	400

*Items include 10% allowance

Total	$ 25,051
Perm. signing ($100/intersection)	200
Flagging	100
Total	$ 25,351
Engineering & contingencies (20%)	5,070
Total	$ 30,421
City's estimated share of survey	450
TOTAL ESTIMATED COST	$ 30,871

SAY $31,000

City's P.E. =

$$\$2500 \times \frac{5,421}{30,421} = \$450$$

73-1 82.76
82,[illegible]

TROUTDALE- 8-17-73

Met with Mr. Phoenix at City Hall and discussed project. Went over data forms. He says City intends to replace water main on 8th St. before St. is constructed. City has acquired 20' additional R/W and Recorder will send copy of the Deed when it has been recorded. Mr. Phoenix said the City will provide an outfall for the storm sewer. City wants a 40' curbed st., told him that slope easements would probably be required in some places. He said there would be no trouble in getting those. Gave him a wild guess estimate of $30,000 City share $[illegible],000.

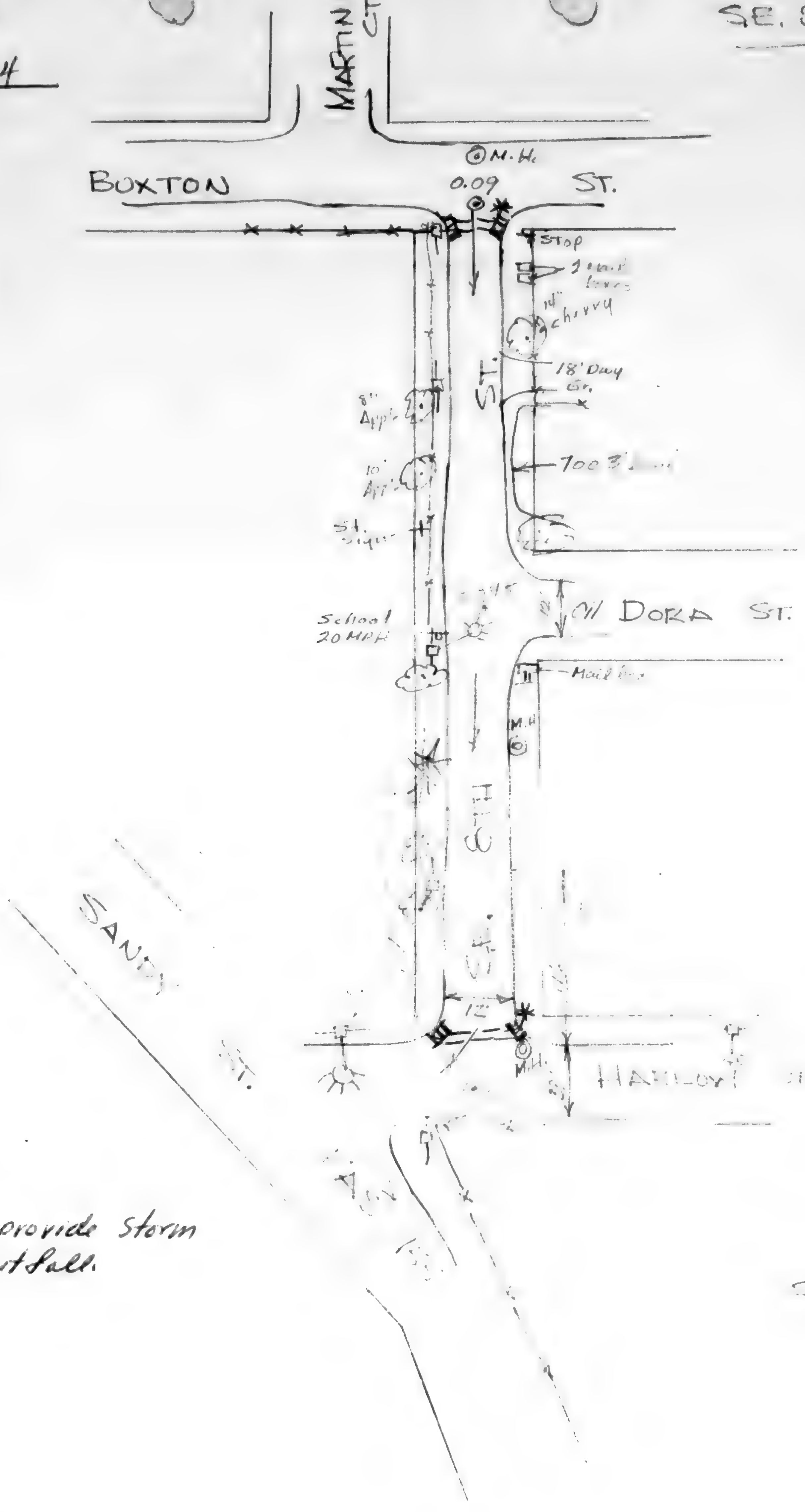
Made field inspection and prepared sketch map. The present road is narrow and has no drainage, [illegible] [illegible] base. Traffic consists of residential and school bus traveling to School at [illegible] [illegible]. [illegible] [illegible] will require [illegible] and 6 power poles [illegible] [illegible].

TROUTDALE

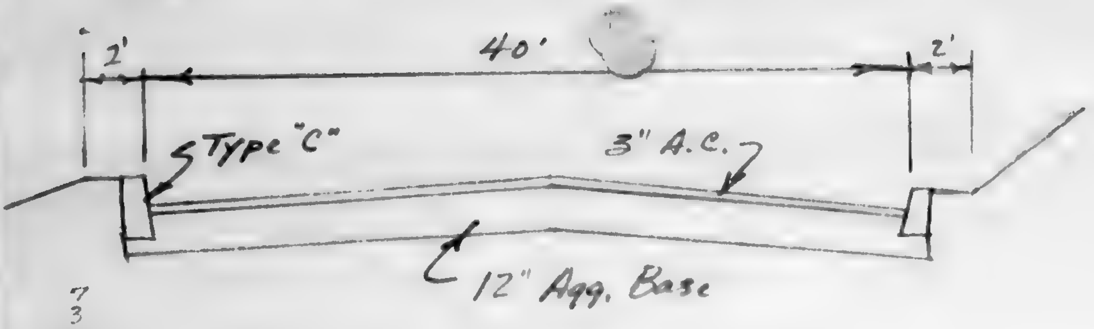
PICTURES 4

8-17-73

SE. 8TH ST


MARTINE ST.
⊙ M.H.
0.09
BUXTON ST.
Stop
2 mail boxes
14" cherry
18' Dwy Gr.
700 3'
8" Apple
10" Apple
St. sign
School 20 MPH
8TH ST.
8' Oil DORA ST.
Mail box
M.H.
12'
M.H.
HARLOW ST.
SANDY ST.

City to provide Storm Sewer outfall.



TROUTDALE
8-17-73

0.09 Miles
475 Feet

7
3
12

Gen. Exc. = $1.8 \times \frac{41 \times 475}{27} \times 1.1$ = 1,432 C.Y.

Tr. Exc. = $90' \times \frac{3.0'}{27} \times 2.5 \times 1.1$ = 28 C.Y.

Agg. Base = $1.0 \times \frac{41 \times 475}{27} \times 1.43$ = 1,033 C.Y.

Watering = 0.0275 × 1,033 × 1.1 = 31 M. Gal.

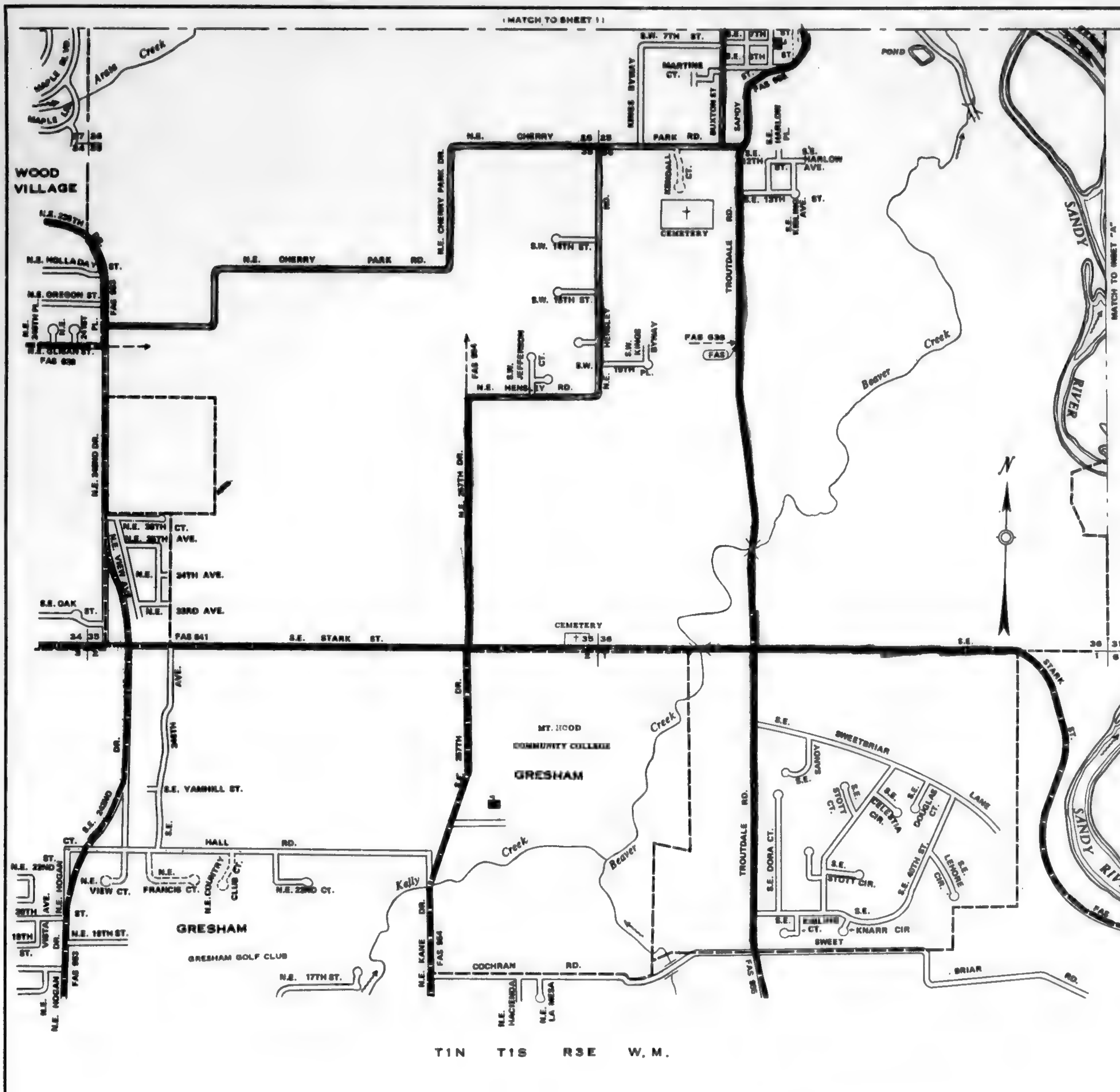
Binder = $ .33 × 40 × [illegible] × 1.1 = $400

A.C. = 80.3 × 4.75 = 38[illegible] Tons

Conc. Inlets = 4

12" Storm Pipe = [illegible] ft.

Conc. Curbs = 0.031 × [illegible] × 2 [illegible] = [illegible]


(MATCH TO SHEET 1)
MATCH TO SHEET "A"
WOOD VILLAGE
GRESHAM
MT. HOOD COMMUNITY COLLEGE
GRESHAM GOLF CLUB
TROUTDALE RD.
N.E. CHERRY PARK RD.
N.E. CHERRY PARK DR.
S.E. STARK ST.
FAS 641
FAS 638
FAS 664
FAS 663
N.E. 238TH DR.
N.E. 257TH DR.
S.E. 257TH DR.
N.E. HENSLEY RD.
PARK RD.
HALL RD.
COCHRAN RD.
S.E. SWEETBRIAR LANE
SWEET BRIAR RD.
N.E. HOLLADAY ST.
N.E. OREGON ST.
N.E. GLISAN ST.
N.E. KANE DR.
S.E. OAK ST.
S.E. YAMHILL ST.
Arata Creek
Beaver Creek
Kelly Creek
SANDY RIVER
POND
CEMETERY
N
T1N T1S R3E W.M.

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

●	POST OFFICE	●	PUBLIC BLDG.
■	SCHOOL	CY	CITY HALL
○	CITY CENTER	CT	COURT HOUSE
■	R.R. DEPOT	A	ARMORY
---	CITY LIMITS	L	LIBRARY

TROUTDALE

MULTNOMAH COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Population 1,680

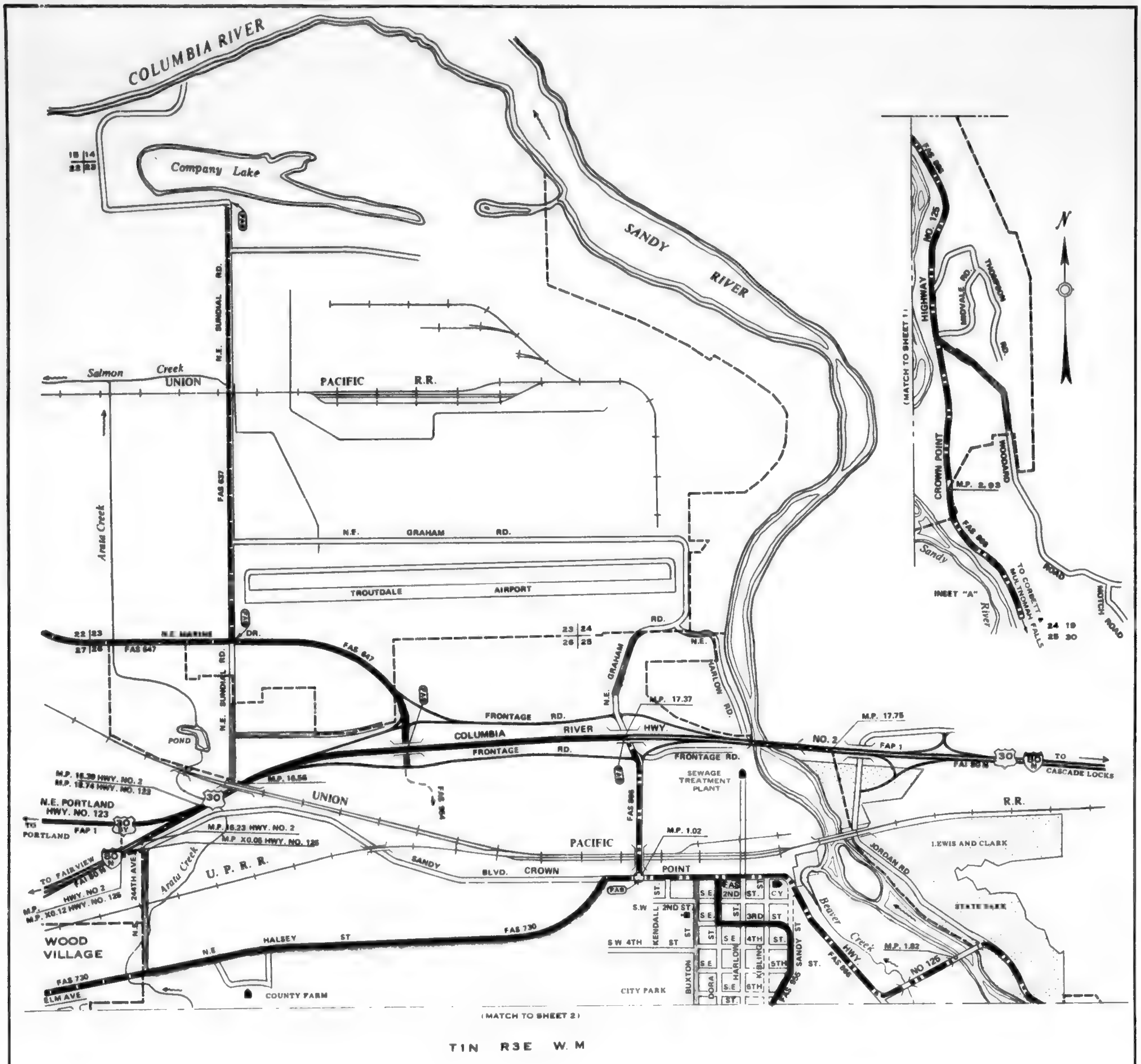
Scale in Feet

REVISED FEB. 1973

SHEET ARRANGEMENT

1
2

SHEET 2 OF 2 SHEETS


COLUMBIA RIVER
Company Lake
SANDY RIVER
Salmon Creek
UNION PACIFIC R.R.
N.E. SUNDIAL RD.
FAS 647
Arata Creek
N.E. GRAHAM RD.
TROUTDALE AIRPORT
N.E. MARINE DR.
FRONTAGE RD.
COLUMBIA RIVER HWY
NO. 2
FAP 1
FAI 80 N
M.P. 17.37
M.P. 17.75
M.P. 16.39 HWY. NO. 2
M.P. 16.74 HWY. NO. 123
M.P. 16.56
N.E. PORTLAND HWY. NO. 123
TO PORTLAND
TO FAIRVIEW
TO CASCADE LOCKS
M.P. 16.23 HWY. NO. 2
M.P. X0.05 HWY. NO. 125
M.P. X0.12 HWY. NO. 125
U. P. R. R.
SANDY BLVD. CROWN POINT
244TH AVE
SEWAGE TREATMENT PLANT
M.P. 1.02
WOOD VILLAGE
N.E. HALSEY ST
FAS 730
ELM AVE
COUNTY FARM
CITY PARK
KENDALL ST
BUXTON
DORA
HARLOW
KIBLING
SANDY ST
2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
JORDAN RD
LEWIS AND CLARK STATE PARK
Beaver Creek
HWY NO 125
M.P. 1.82
FAS 935
N.E. HARLOW RD.
(MATCH TO SHEET 2)
(MATCH TO SHEET 1)
HIGHWAY NO. 125
MIDVALE RD.
THOMPSON RD.
CROWN POINT
WOODARD RD.
M.P. 2.93
TO CORBETT & MULTNOMAH FALLS
Sandy River
INSET "A"
NOTCH ROAD
N
T1N R3E W.M

TROUTDALE

MULTNOMAH COUNTY, OREGON

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Population 1,680
Scale in Feet

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- SCHOOL
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- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

SHEET ARRANGEMENT
1
2

REVISED FEB. 1973

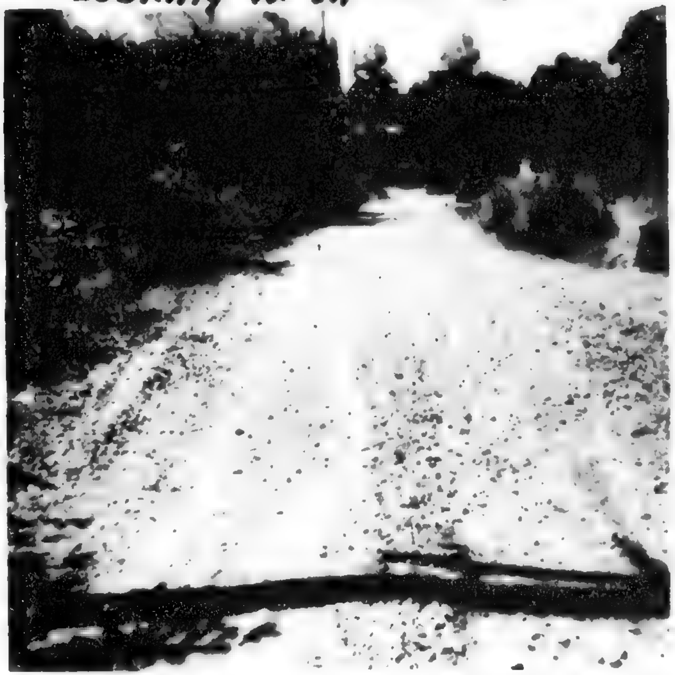
SHEET 1 OF 2 SHEETS

Looking E. on 8th St.

TROUTDALE 8-17-73

At Buxton St.

Looking W. on 8th St.



TROUTDALE 8-17-73

At Dora St.

Looking W. on 8th St.

TROUTDALE 8-17-73

At Harlow St.

Looking E. on 8th St.

TROUTDALE 8-17-73

SCA

PROJECT DATA, CITY OF Troutdale Date June 22, 1973

To be financed by Special City Allotment Fund and necessary city funds.

Street name N.E. 8th St.
(Locate project on attached map.)

RECEIVED
COUNTY & CITY SECTION
JUN 26 1973
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Project length 450'

DESIRED STREET SECTION:

Standard roadway; width of travel way: 36 feet, width of shoulders: 2 feet

Curbed section; width curb to curb: 36 40 feet

Remarks Due to bus traffic and the need for parking in this area, we feel that 36' is necessary.

Surface now in place: Oil ____ Paving ____ Gravel x

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 50 feet

Additional right-of-way required? Yes ____ No x

State to furnish right-of-way descriptions? Yes ____ No x

Give width of intersecting streets: 20' travel way - 50' right-of-way

Are intersecting streets curbed? Yes ____ No x

Remarks Intersecting streets to be curbed in future

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No x

Width between present curbs: 0 feet

City to construct curbs? Yes x No ____

To be constructed as part of project? Yes x No ____

Length of desired radius on curb returns: 10 feet

Does city desire special type of curbs? Yes ____ No x

Explain:

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No_x_

Present sidewalks, Length: _0_ feet; Width: _0_ feet

Distance between present sidewalks: _0_ feet

Are sidewalks to be constructed as part of project? Yes___ No_x_

Width of sidewalks to be constructed: _0_ feet

Are sidewalks to be constructed only on one side of street? Yes___ No_x_

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_0_ feet N.___ S.___ E.___ W.___

_0_ feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: ______ feet

Remarks No sidewalks to be constructed at this time.

STORM SEWERS -

Now in place? Yes___ No_x_

If yes, are they adequate for increased flow? Yes___ No___

Indicate depth of main lines from present surface: ______ feet

To be constructed by City? Yes_x_ No___

To be constructed as part of project? Yes___ No___

[Show location of outfall on city map.]

SANITARY SEWERS -

Now in place? Yes_x_ No___ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: _8_ feet

Remarks

WATER MAINS: (City to adjust if required.)

Now in place? Yes x No ___

If yes, how deep from present surface? 3 feet

Remarks ___

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.~~)

To be constructed as part of project? Yes x No ___

Asphaltic concrete? Yes x No ___

Portland cement? Yes ___ No ___

How many? 1

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No x (If yes, please include copy of ordinance.)

Remarks ___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes x No ___

Electric poles? Yes x No ___

Which company? Portland General Electric Co.
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes x No ___

Which company? General Telephone Co.

Railroad tracks? Yes ___ No x

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ___

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ✓

Clearing? Yes x No ✓

Base rock? Yes ___ No ✓

Concrete curbs? Yes x No ✓

Driveways? Yes ___ No ✓

Remarks ___

GENERAL INFORMATION:

Are city finances available? Yes x No ___

When available? Date July 15

Has city established grade on street? Yes ___ No x
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: ~~near~~

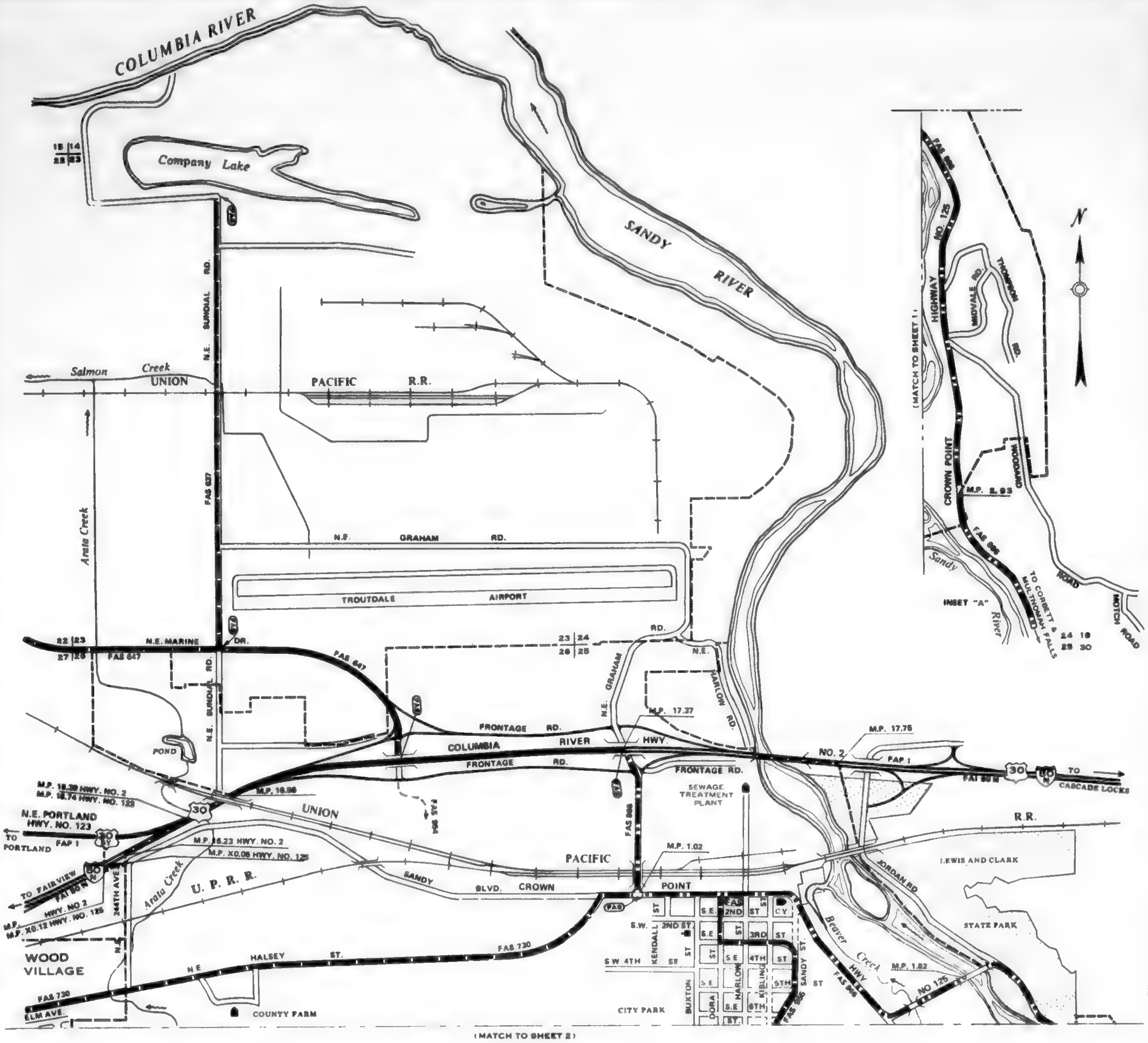
near sewage disposal plant on N. Harlow St.

General remarks: ___

By R. M. Sturges
Mayor

By
City Recorder or City Manager

By George [illegible]
City Engineer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Sandy River
INSET "A"
N
15 14 / 22 23
22 23 / 27 26
23 24 / 26 25
24 19 / 25 30

T1N R3E W.M

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
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TERMINATION OF ROUTE
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STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

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SCHOOL
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R.R. DEPOT
CITY LIMITS

PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

TROUTDALE

MULTNOMAH COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
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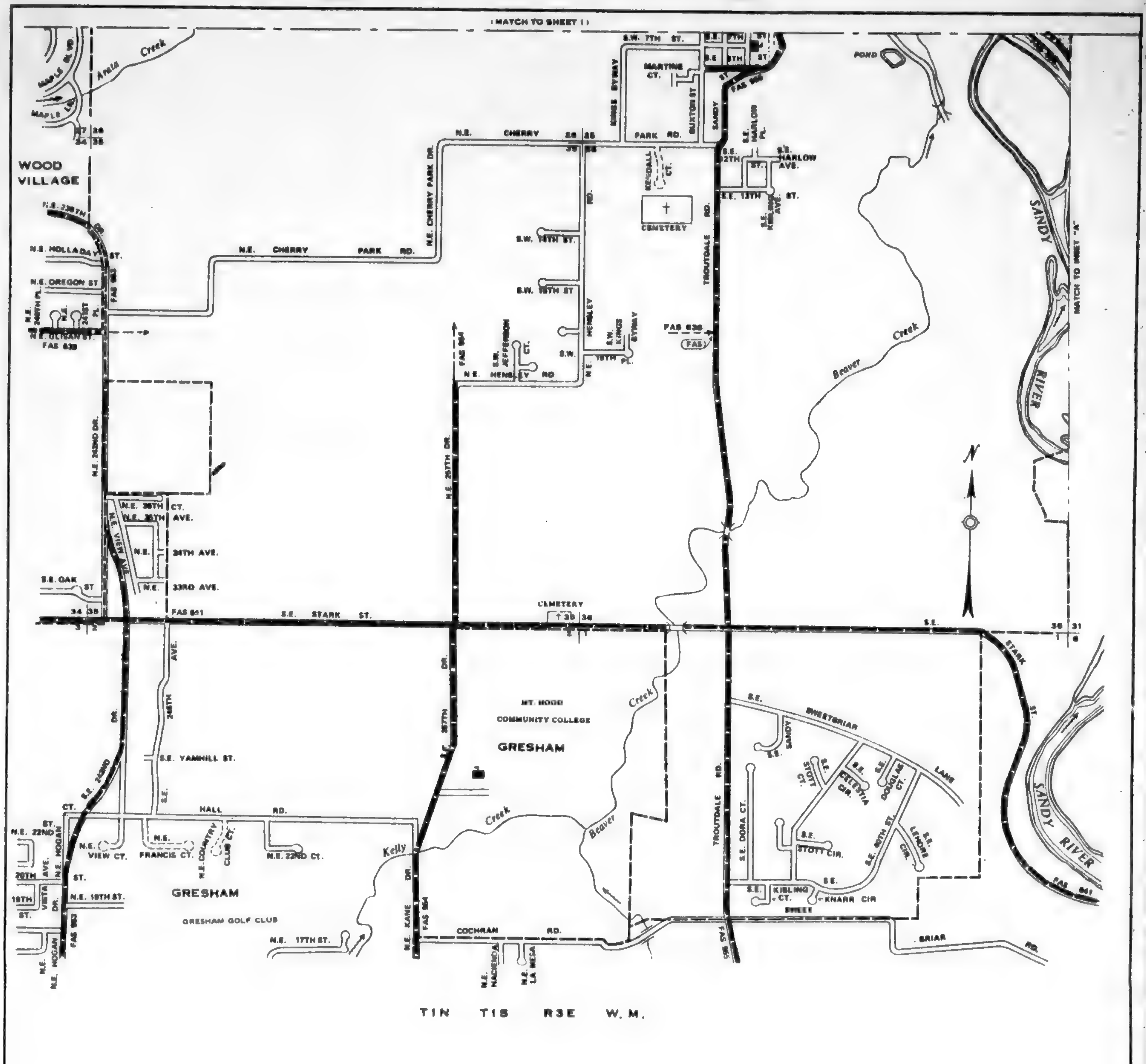
FEDERAL HIGHWAY ADMINISTRATION

Population 1,680
Scale in Feet

SHEET ARRANGEMENT
1
2

REVISED FEB. 1973

SHEET 1 OF 2 SHEETS


(MATCH TO SHEET 1)
MAPLE BLVD
MAPLE LN.
Arata Creek
WOOD VILLAGE
N.E. 238TH DR.
N.E. HOLLADAY ST.
N.E. OREGON ST
N.E. 240TH PL.
N.E. 241ST PL.
N.E. GLISAN ST.
FAS 838
FAS 863
N.E. CHERRY PARK RD.
N.E. CHERRY PARK DR.
N.E. CHERRY PARK RD.
KINGS BYWAY
S.W. 7TH ST.
S.E. 7TH ST.
S.E. 8TH ST.
MARTINE CT.
BUXTON ST
SANDY ST.
FAS 865
S.E. HARLOW PL.
S.E. HARLOW AVE.
S.E. 12TH ST.
S.E. 13TH ST.
S.E. KIBLING AVE.
KENDALL CT.
CEMETERY
TROUTDALE RD.
POND
S.W. 14TH ST.
S.W. 16TH ST
N.E. HENSLEY RD.
S.W. JEFFERSON CT.
S.W. KINGS BYWAY
S.W. 19TH PL.
FAS 838
FAS
FAS 864
N.E. 257TH DR.
N.E. 242ND DR.
N.E. 36TH CT.
N.E. 35TH AVE.
N.E. VIEW AVE.
N.E. 34TH AVE.
N.E. 33RD AVE.
S.E. OAK ST
FAS 841
S.E. STARK ST.
CEMETERY
Beaver Creek
SANDY RIVER
MATCH TO INSET "A"
N
MT. HOOD COMMUNITY COLLEGE
GRESHAM
S.E. 242ND DR.
S.E. 248TH AVE.
S.E. YAMHILL ST.
S.E. 257TH DR.
HALL RD.
N.E. 22ND CT.
N.E. HOGAN DR.
N.E. VIEW CT.
N.E. FRANCIS CT.
N.E. COUNTRY CLUB CT.
N.E. 22ND CT.
Kelly Creek
Beaver Creek
20TH ST.
VISTA AVE.
19TH ST.
N.E. 19TH ST.
GRESHAM
GRESHAM GOLF CLUB
N.E. 17TH ST.
N.E. KANE DR.
FAS 864
COCHRAN RD.
N.E. HACIENDA
N.E. LA MESA
S.E. SWEETBRIAR LANE
S.E. SANDY
S.E. STOTT CT.
S.E. CELESTIA CIR.
S.E. DOUGLAS CT.
S.E. DORA CT.
S.E. STOTT CIR.
S.E. 20TH ST.
S.E. LENORE CIR.
S.E. KIBLING CT.
KNARR CIR
S.E. STARK ST.
FAS 841
FAS 865
BRIAR RD.
T1N T1S R3E W.M.

TROUTDALE

MULTNOMAH COUNTY, OREGON

[illegible]
OREGON STATE HIGHWAY DEPARTMENT
[illegible]
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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Scale in Feet

REVISED FEB 1973

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1
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SHEET 2 OF 2 SHEETS

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⛉	U.S. NUMBERED ROUTE
⛉	STATE NUMBERED ROUTE

▲	POST OFFICE	●	PUBLIC BLDG.
■	SCHOOL	CY	CITY HALL
○	CITY CENTER	CT	COURT HOUSE
■	R.R. DEPOT	A	ARMORY
— — —	CITY LIMITS	L	LIBRARY

5-8-73

RESOLUTION NO. 65 - 73

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of TROUTDALE is an incorporated city of the State of Oregon and has a population of 1680 as given by the latest official census; and

WHEREAS, the following streets of said city, of Troutdale.

S. E. 8th Street, East of Buxton Street to Harlow Street to regular 50' Street.

This street has heavy traffic due to school buses and is in need of repair for which the City is in need of assistance.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

RECEIVED
COUNTY & CITY SECTION
JUN 15 1973
☐ ENGR. ☐ COOR. ☐ OE ☑ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

cc-50, 1959 Rev.)

4. That the City of Troutdale does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mayor R. M. Sturges as the official representative of the city in all negotiations resulting from this request.

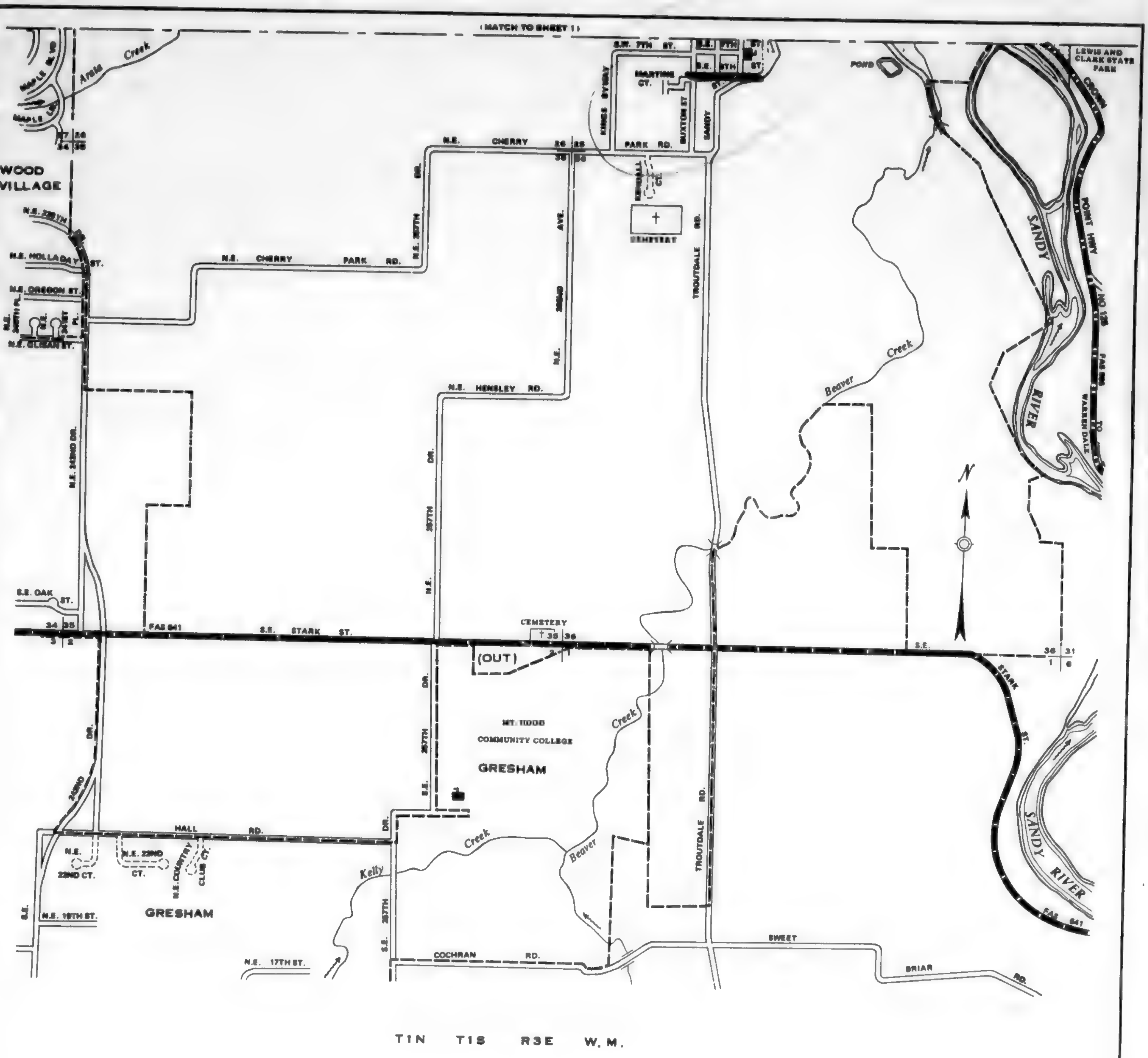
Passed and approved this 8th day of May, 1973.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Troutdale at a regular or special meeting of said Council, held on the 8th day of May, 1973, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8th day of May, 1973.

Truly V. Wright
City Recorder


(MATCH TO SHEET 1)
MAPLE BLVD
MAPLE LN.
Arata Creek
27 26
34 35
WOOD VILLAGE
N.E. 238TH
N.E. HOLLADAY ST.
N.E. OREGON ST.
N.E. 240TH PL.
N.E. 241ST PL.
N.E. GLISAN ST.
N.E. 242ND DR.
N.E. CHERRY PARK RD.
N.E. 257TH DR.
N.E. CHERRY
26 25
35 36
N.E. 262ND AVE.
N.E. HENSLEY RD.
S.W. 7TH ST.
S.E. 7TH ST.
S.E. 5TH ST.
MARTINS CT.
KINGS SYDNEY
BUXTON ST
SANDY
PARK RD.
KENDALL CT.
CEMETERY
TROUTDALE RD.
POND
LEWIS AND CLARK STATE PARK
CROWN POINT HWY NO 125
FAS 980
TO WARREN DALE
SANDY RIVER
Beaver Creek
N
S.E. OAK ST.
34 35
3 2
FAS 841
S.E. STARK ST.
CEMETERY
35 36
2 1
(OUT)
S.E. 257TH DR.
MT. HOOD COMMUNITY COLLEGE
GRESHAM
S.E.
36 31
1 6
STARK ST.
SANDY RIVER
FAS 841
242ND DR.
HALL RD.
N.E. 22ND CT.
N.E. 23RD CT.
N.E. COUNTRY CLUB CT.
Kelly Creek
Beaver Creek
TROUTDALE RD.
S.E.
N.E. 19TH ST.
GRESHAM
S.E. 257TH
COCHRAN RD.
N.E. 17TH ST.
SWEET
BRIAR RD.
T1N T1S R3E W.M.

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

■	POST OFFICE	●	PUBLIC BLDG.
■	SCHOOL	CY	CITY HALL
○	CITY CENTER	CT	COURT HOUSE
■	R.R. DEPOT	A	ARMORY
- - -	CITY LIMITS	L	LIBRARY

TROUTDALE

MULTNOMAH COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

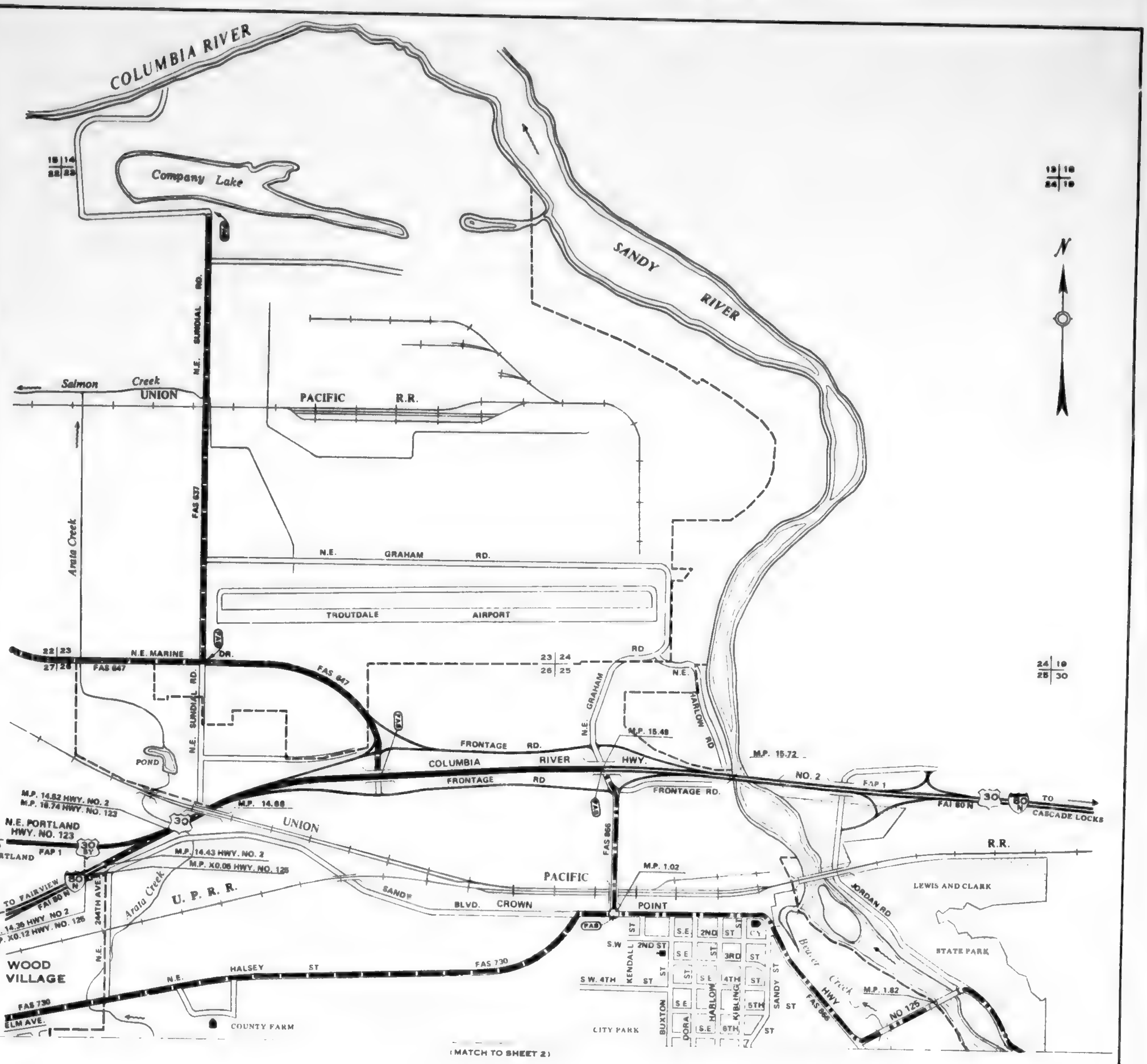
Population 1,300

Scale in Feet

Revised June 1970

SHEET ARRANGEMENT
1
2

SHEET 2 OF 2 SHEETS


COLUMBIA RIVER
15|14
22|23
Company Lake
SANDY RIVER
13|18
24|19
N
Salmon Creek
UNION
PACIFIC R.R.
N.E. SUNDIAL RD.
FAS 637
Arata Creek
N.E. GRAHAM RD.
TROUTDALE AIRPORT
22|23
27|26
N.E. MARINE DR.
FAS 647
23|24
26|25
RD
N.E. HARLOW RD
24|19
25|30
N.E. SUNDIAL RD.
FAS 647
N.E. GRAHAM
M.P. 15.49
POND
FRONTAGE RD.
COLUMBIA RIVER HWY.
M.P. 15.72
NO. 2
FAP 1
FRONTAGE RD
FRONTAGE RD.
30
80 N
TO CASCADE LOCKS
FAI 80 N
M.P. 14.82 HWY. NO. 2
M.P. 18.74 HWY. NO. 123
M.P. 14.88
N.E. PORTLAND HWY. NO. 123
30
UNION
FAS 866
TO PORTLAND
FAP 1
30 BY
M.P. 14.43 HWY. NO. 2
M.P. X0.06 HWY. NO. 125
R.R.
PACIFIC
M.P. 1.02
LEWIS AND CLARK
TO FAIRVIEW
FAI 80 N
80 N
N.E. 244TH AVE.
Arata Creek
U. P. R. R.
SANDY BLVD.
CROWN POINT
JORDAN RD
M.P. 14.36 HWY NO 2
M.P. X0.12 HWY. NO. 126
FAS
S.W 2ND ST
KENDALL ST
S.E. 2ND ST
S.E. 3RD ST
CY
STATE PARK
WOOD VILLAGE
N.E. HALSEY ST
FAS 730
S.W. 4TH ST
S.E. 4TH ST
SANDY ST
Beaver Creek
HWY FAS 866
M.P. 1.82
NO 125
FAS 730
ELM AVE.
COUNTY FARM
CITY PARK
BUXTON
DORA
HARLOW
KIBLING
S.E. 5TH ST
S.E. 6TH ST
(MATCH TO SHEET 2)

T1N R3E W. M

TROUTDALE

MULTNOMAH COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 643

Scale in Feet

March 1969

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

POST OFFICE
SCHOOL
○ CITY CENTER
R.R. DEPOT
CITY LIMITS

PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

SHEET ARRANGEMENT
1
2

SHEET 1 OF 2 SHEETS

6034 Tryon Creek State Park S. 1974
of Portland City [illegible]s.
([illegible]

~~C/A 4936~~

C/A 4989

8034

January 10, 1975

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On January 6, 1975, we wrote to you concerning release of final payment on Contract No. 8034 awarded to Paul Brothers, Inc., for utilities at Tryon Creek State Park in Multnomah County.

Final payment on this contract is $2,497.04 and the total contract amount is $49,533.91. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Paul Brothers, Inc.
29 N. E. 148th Ave.
Portland, OR 97230

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8034

---FINAL WEEKLY REPORT---

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION TRYON CREEK STATE PARK	WEEK ENDING SEPTEMBER 21, 1974	SECTION PREFIX 26-3341
HIGHWAY - - -	COUNTY MULTNOMAH	
NAME OF JOB TRYON CREEK STATE PARK	KIND OF WORK UTILITIES	
CONTRACTOR PAUL BROTHERS, INC.	CONTRACT NUMBER 8034	FEDERAL AID PROJECT NUMBER State Project
DATE OF CONTRACT JUNE 26, 1974	DATE WORK STARTED JULY 22, 1974	ESTIMATED COMPLETION DATE SEPTEMBER 15, 1974
AVERAGE FORCE ON PROJECT FOR THE WEEK: 3	SPECIFIED WORK DAYS —	WORK DAYS USED —
MEN: 3 SUPERVISION: 1	SPECIFIED CALENDAR DAYS —	CALENDAR DAYS USED —
PROJECT AUTHORIZATION: A $ 64,099.16	SPECIFIED COMPLETION DATE SEPTEMBER 15, 1974	PERCENT OF TIME ELAPSED 100%
EXCLUSIVE OF ENGINEERING: B $ 58,500.98	ENGINEERING AUTHORIZATION $ 5,598.18	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: C $ 55,981.80	ENGINEERING COST TO DATE $ 5,425.56	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ of C 0 %	PERCENT OF AUTHORIZATION 97 %	DATE PROJECT WAS COMPLETED: SEPTEMBER 15, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (~~STRUCTURES)~~ PARK UTILITIES

BRIDGE NO.								
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15	Fair, warm			
MONDAY 16	Fair, warm			
TUESDAY 17	Fair, warm			
WEDNESDAY 18	Fair, warm			
THURSDAY 19	Fair, warm			
FRIDAY 20	Fair, warm			
SATURDAY 21	Fair, warm			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 15	No activity
MONDAY 16	Contractor doing pick-up work — left project at noon
TUESDAY 17	Contractor doing pick-up work on trails in area of Nature Center. PGE installed transformer and ground rod at Nature Center.
WEDNESDAY 18	Contractor finished pick-up work and left job at 10:00 AM
THURSDAY 19	No activity
FRIDAY 20	No activity
SATURDAY 21	No activity anticipated

REMARKS

Status: Project finished — No further weekly reports from this office.

SIGNED David F. Heite LOCATION ALOHA, ORE
FOR E. Rodriguez

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

#8034

8

TO: Oregon Transportation Commission

SUBJECT: Confirmation of Telephone Action Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following letter agreement by telephone on June 6, 1974, and report this action for your official records:

> Letter agreement with Ward Cook regarding installation of a sewer line at Tryon Creek State Park to serve park facilities and the Cook property lying easterly of the S. W. Terwilliger Boulevard Extension and northerly of S. W. Coronado Street in Multnomah County. The estimated cost to the State to provide sewer service to park facilities is $31,000. The additional costs of the extended public line to serve the Cook property are estimated at $19,000. Upon satisfactory installation of the sewer line, Mr. Cook is to pay all costs in excess of $31,000 up to a maximum of $19,000. If for any reason the State does not proceed with the installation of a sewer line, this agreement is void.

4959

Dated this ____ day of ________, 1974.

____
Chairman
Oregon Transportation Commission

SUMMARY

Letter agreement with Ward Cook regarding installation of a sewer line at Tryon Creek State Park to serve park facilities and the Cook property lying easterly of the S.W. Terwilliger Boulevard Extension and northerly of S.W. Coronado Street in Multnomah County. The estimated cost to the State to provide sewer service to park facilities is $31,600. The additional costs of the extended public line to serve the Cook property are estimated at $19,000. Upon satisfactory installation of the sewer line, Mr. Cook is to pay all costs in excess of $31,600, up to a maximum of $19,000. If for any reason the State does not proceed with the installation of a sewer line, this agreement is void. Telephonic approval was received from Chairman Jackson on June 6, 1974.

4040 Shutler Sta.-Clem Sec. John 1974
Day Hwy. S. of Arlington.
(4 mi. paving)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem,
September 23, 1975

FILE:

RDChurch for

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 8040, Work Completed 5-19-75
Project Shutler Station - Olex
Highway John Day, County Gilliam
Type of Work Paving
Contractor C. H. Stinson, Inc.
Recommended Acceptance Date 9-24-75

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ek

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
STATE HIGHWAY ENGINEER
DATE: 9/25/75

RECEIVED
STATE HWY ENGR
SEP 24 '75
REFER TO
FOR
Info Inves R/D File

9-26

8040

October 8, 1975

Safeco Insurance Co.
1500 S.W. 1st Avenue
Portland, OR 97201

Gentlemen:

On September 26, 1975, we wrote to you concerning release of final payment on Contract No. 8040 awarded to C. H. Stinson, Inc., for paving the Shutler Station-Olex Section of the John Day Highway in Gilliam County.

The total contract amount is $280,375.41 and no work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc C. H. Stinson, Inc.
P. O. Box 239
The Dalles, OR 97058

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8040 15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 5, 1975

U. S. National Bank of Oregon
PO Box 702
The Dalles, OR 97058

Attention: Betty L. Broer

We acknowledge receipt of your safekeeping receipt 132701, covering TCD 3 023326, $14,000, deposited in lieu of retainage on our contract 8040 with C. H. Stinson, Inc. Enclosed please find safekeeping receipt 132699 covering matured certificate 3 23322. The amount on deposit in lieu of retainage on this contract remains unchanged.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl
Enclosure

cc: C. H. Stinson, Inc.

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

20 132701

Branch The Dalles No. 14

DATE Sept. 3, 1975

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of
OREGON STATE HIGHWAY DIVISION
Room 434, Highway Building
Salem, Oregon

DEPOSITED BY C. H. Stinson, Inc.

Negotiable Time Certificate of Deposit No. 3 023326 in the face amount of $14,000.00 payable to C. H. Stinson, Inc., The Dalles, Oregon, 97058 dated 9-3-75 and maturity date of Oct. 3, 1975, 5% Interest and endorsed by this firm, deposited in lieu of retainage on Project No. 8040 (Shutler Station - Olex Section) Contractor:

C.H. STINSON, INC.

Funds in this Certificate of Deposit to be released to C.H.Stinson, Inc. ONLY upon written notice to disburse from Oregon State Highway Division
Salem, Oregon

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-808 7/73

Customer Copy

20

US BANK

UNITED STATES NATIONAL BANK OF OREGON

THE DALLES BRANCH
401 WASHINGTON STREET
P. O. Box 702, THE DALLES, OREGON 97058
HEAD OFFICE — PORTLAND

September 3, 1975

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attn R. J. Hacek, Accounting Systems Officer

REFERENCE C. H. STINSON, INC.

We are enclosing our Safekeeping Receipt 132701 to replace Safekeeping Receipt 132699.

Betty K. Broer

Betty K. Broer
General Loan Officer

RECEIVED
SEP 5 1975
Contract Acctg.

8040

B.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 5, 1975

United States National Bank of Oregon
PO Box 702
The Dalles, OR 97058

Attention: Betty Broer

We received your Safekeeping Receipt 132699, in the amount of $14,000.00, to be used in lieu of retainage on contract 8040 with C. H. Stinson, Inc. This replaces your Safekeeping Receipt 132695, $14,000.00, which we are enclosing. The amount on deposit on this contract remains the same.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: C. H. Stinson, Inc.

Enclosure

RECEIVED
AUG 6 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON

THE DALLES BRANCH
401 WASHINGTON STREET
P. O. Box 702, THE DALLES, OREGON 97058
HEAD OFFICE — PORTLAND

August 1, 1975.

Mr. R. J. Hacek
Accounting Systems Office
Oregon State Highway Division
Room 434, Highway Building
Salem, Oregon 97301

Regarding: C. H. Stinson Inc, Contract #8040

Dear Mr. Hacek:

We are enclosing our Safekeeping Receipt #132699 covering Certificate of Deposit #3-023324 dated August 1, 1975 with a maturity date of September 2, 1975 in the amount of $14,000.00 to be used in leau of retainer of contract #8040 with C. H. Stinson. This replaces our Safekeeping Receipt #132695 covering certificate of deposit which matured on August 1, 1975. We have marked our records so that funds from this certificate will not be released ~~from~~ to the contractor except upon written consent from your department.

Sincerely,

Betty K. Broer

Betty Broer
General Loan Officer

BB/po

Enclosure

RECEIVED
AUG 4 1975
Contract Acctg.

AUG - 4 1975
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

132699

Branch The Dalles No. 14

DATE August 1, 1975

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ________
☐ CR. SVNG. Acc't ________
☐ Remit ________

For The Account of

OREGON STATE HIGHWAY DIVISION
Room 434, Highway Building
Salem, Oregon

DEPOSITED BY C.H.Stinson, Inc.

Negotiable Time Certificate of Deposit No. 3-62332 in the face amount of $14,000 payable to C.H. Stinson, Inc., The Dalles, Oregon 97058 dated 8-1-75 and maturity date of August 1, 1975. .5% Interest and endorsed by this firm, deposited inlieu of retainage on Project No. 8040 (Shutler Station-Olex Sextion) Contractor:

C.H. STINSON, INC.

Funds in this Certificate of Deposit tobe released to C.H. Stinson, Inc. ONLY upon written notice to disburse from Oregon State Highway Division
Salem, Oregon

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-265 7/72

Customer Copy

1040

R

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 9, 1975

United States National Bank of Oregon
PO Box 702
The Dalles, OR 97058

Attention: Betty K. Broer

Re: C. H. Stinson, Inc.
Contract No. 8040

We acknowledge receipt of your Safekeeping Receipt No. 132695, covering certificate of deposit No. 3 023322 in the amount of $14,000, to be used in lieu of retainage on our Contract 8040 with C. H. Stinson, Inc.

The funds from the certificate should not be released to the contractor except upon written notice from the Highway Division.

V. E. Skoog, Controller

by

R. J. Hacek
Accounting Systems Officer

JP:njc

cc: C. H. Stinson, Inc.

bc: C. W. Head
John Bond
Robert Church
Charles Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

THE DALLES BRANCH
401 WASHINGTON STREET
P. O. Box 702, THE DALLES, OREGON 97058
HEAD OFFICE — PORTLAND

July 2, 1975

Oregon State Highway Division
Room 434, Highway Building
Salem, Oregon 97310

Attn Mr. R. J. Hacek

REFERENCE C. H. STINSON, INC.

Enclosed is our Safekeeping Receipt #132695 whereby we are holding a negotiable time certificate of deposit in the face amount of $14,000 in connection with Ptoject No. 8040 (Shutler Station - Olex Section) with C. H. Stinson, Inc. Contractor.

We believe this will enable you to release the retainage being held on the job referred to in the Safekeeping Receipt.

Betty K. Broer
Betty K. Broer
General Loan Officer

enc

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

No. 132695

Branch The Dalles No. 14

DATE July 2,1975

For The Account of OREGON STATE HIGHWAY DIVISION
Room 434, Highway Building
Salem, Oregon

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY C. H. Stinson, Inc.

Negotiable Time Certificate of Deposit No. 3 023322 in the face amount of $14,000.00 payable to C. H. Stinson, Inc., The Dalles, Oregon, 97058 dated 7-2-75 and maturity date of August 1, 1975. 5% Interest and endorsed by this firm, deposited in lieu of retainage on

Project No. 8040 (Shutler Station-Olex Section) Contractor:

C.H. STINSON, INC.

Funds in this Certificate of Deposit to be released to C.H.Stinson, Inc. only upon WRITTEN NOTICE TO DISBURSE FROM Oregon State Highway Division, Salem, Oregon

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Betty L. Bever

18-268 7/73

Customer Copy

8040 R

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Shutler Station-Olex

WEEK ENDING: June 6, 1975

SECTION PREFIX: 11-1115

HIGHWAY: John Day

COUNTY: Gilliam

NAME OF JOB: Shutler Station-Olex

KIND OF WORK: Paving

CONTRACTOR: C. H. Stinson, Inc.

CONTRACT NUMBER: 8040

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 23, 1974

DATE WORK STARTED: February 24, 1975

ESTIMATED COMPLETION DATE: May 19, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 194

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 97

PROJECT AUTHORIZATION: $ 301,282.92

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 277,392.64

ENGINEERING AUTHORIZATION: $ 23,890.28

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 280,127.05

ENGINEERING COST TO DATE: $ 22,000.00

DATE PROJECT WAS COMPLETED: May 19, 1975

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1 %

PERCENT OF AUTHORIZATION: 92 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					3.67
MILES PARTIALLY COMPLETED					
MILES COMPLETED					3.67
TOTAL ESTIMATED QUANTITIES (CONTRACT)					17,500 ton
TOTAL QUANTITIES CORRECTED TO DATE					15,399 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					15,399 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-Warm			
MONDAY	Overcast-fair			
TUESDAY	Clear-fair			
WEDNESDAY	Clear-Warm			
THURSDAY	Clear-Warm			
FRIDAY	Clear-Warm			
SATURDAY				

Kersey K RECEIVED Richards
Bend Glenn
Jackmond JUN 10 1975 Berg
Harwood
[illegible] CONSTRUCTION
Walker SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	Work on the semi-final estimate was completed and submitted to the Region office.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	

REMARKS

The semi-final estimate was submitted to the Region office on Monday. This is the last report.

SIGNED Richard Yoshida LOCATION Condon
for Larry Asburry, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

June 25, 1974

FILE:

FROM: R. J. VanCleave
Regional Geologist

R. J. VanCleave

TO: W. R. Meritt
Resident Engineer
THE DALLES

SUBJECT: Material Source
Shuttler Sta.-Olex Sec.
John Day Highway
Gilliam County

A logical material site in the NW ¼, Section 11, T1S, R21E, was being investigated for the above project. Due to the project timing and a property dispute on this location between R. E. Irby, Arlington, and Horace Johnson, N. Hollywood, California, it is being dropped for inclusion in the plans. Because of its desirability, any contractor inquiring into sources should be made aware of it.

A State controlled source at M.P. 19.5, IR-2-513, is being designated for this project.

RJV:mr

cc: C. M. Williams
J. H. Versteeg, ATT: Fred Erikson

REFERRED TO

______Cole______ ______Reed______
[✓ Eriksen] ______ ______Sample______
______Hager______ ______Watson______
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

1 U
2 T
Copy
4

8040

8

June 24, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe, Administrator
and State Highway Engineer

SUBJECT 1975 Pavement Overlay Projects

Surveys have been completed on the following state construction overlay projects which we propose for letting in July 1974. These projects are necessary to upgrade deteriorated surfaces and improve the level of service on these highways.

Hwy.	Section	Lgth.	Work	Amount
John Day	Shutler Sta.-Olex	4.0	Asph.Conc. O'lay	$ 267,500
John Day	Willow Cr.-Vale	10.2	Asph.Conc. O'lay	699,200
Willamette	Odell Butte - The Dalles-Calif. Hwy.	10.9	Plant Mix Seal	419,400
Crater Lake	Ft. Klamath-Lobert Jct.	14.0	Plant Mix Seal	635,800
Cascade Seedy	Oregon City-Carus Sec.	4.7	Asph.Conc. O'lay	238,100
				$2,260,000

I recommend these projects for letting and request your authority to include them in our current state construction program.

This matter will be on the agenda for your consideration at the June meeting.

BLG:dg

bc Cedil Head
George M. Baldwin
A. E. Johnson
E. S. Hunter
H. S. Coulter
R. L. Schroeder
V. E. Skoog
I. W. Rulien
J. H. Versteeg
V. D. Wolfe
Gary Sund
R. E. Whipps
B. L. Gifford
E. L. Hardt
C. O. Fredrickson
A. Shirley
C. M. Williams
W. E. Schwartz

5

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5, 1974

To: MEMO TO FILES

SUBJECT: Shutler Station-Olex
(Overlay Project)
John Day Highway
Gilliam County

I received a call June 4 from Dick Havig requesting that the typical section as proposed for the subject project be changed. Mr. Sandmann now recommends that both the top and base courses of AC be 32 feet in width. The typical section for the project as submitted indicated a base course of asphalt concrete 1-1/2 inches thick and 24 feet wide with the top course 1-1/2 inches thick and 32 feet wide. It is now recommended that the base course also be 32 feet wide.

W.N. Hackleman
W.N. Hackleman
Location Design Engineer

REFERRED TO

____Cole____ ____Reed____
____Eriksen F.E. ____[✓ Sample]____
____Hager____ ____Watson____
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

WNH:jp

cc V.D. Wolfe
J.H. Versteeg (W.H. Sample)
R.A. Sandmann

1 ✓
2 T

8050 W. Fremont Intchge. Sec. of 1974
Stadium Freeway in Portland [redacted]
(Improvement & Mini Parks)

CA 4898 2-6-74

805c

L.

March 23, 1982

INT

The Honorable Charles R. Jordan
Commissioner, City of Portland
1220 Southwest Fifth Avenue
Portland, OR 97204

Subsequent to my letter of February 12 to you concerning the utilization of funds generated by leasing areas under the Fremont Bridge, I have seen copies of correspondence and had some discussion with a respresentative of the Northwest District Association concerning the subject. It appears that there may be some misunderstanding of what I was trying to say. I apologize for any confusion my letter may have caused.

The purpose of my letter was to reflect my confidence that the City would take the initiative to only recommend uses of the funds collected in accordance with the terms and conditions and within the intent of the lease agreement. That, although the Hillside Center is some distance from the impacted area, it is my strong belief that the City would not request or approve improvements outside the intent of the agreement.

After the City has assembled some recommendations, if you wish some affirmation by us that the potential uses are within the intent of the agreement, we would be happy to do so. If this is your desire, I suggest you contact Ed Hardt, who has replaced Bob Bothman as the department's representative in the metro area, with the City's recommendation. Mr. Hardt may be reached at 5821 N.E. Glisan Street, Portland 97213, telephone 238-8226 or 653-3090.

H. S. Coulter, P.E.
State Highway Engineer

HSC:ia

cc Nancy Randall
2774 Northwest Savier
Portland, OR 97210

bc R. N. Bothman
E. L. Hardt
E. S. Hunter
J. L. Sollis
J. B. Boyd

Northwest District Association

ROW

PDM PDE FPM SPC
ODOT-METRO

MAR 0 3 1982

BM PAR PPC FILE T/A

Let's Plan for Liveability

NWDA

March 1, 1982

The Honorable Charles R. Jordan
Commissioner, City of Portland
1220 SW Fifth Avenue
Portland Oregon 97204

Re: Hillside Center

Dear Commissioner Jordan:

I am writing on behalf of the Northwest District Association (NWDA) of which I am a board member. The purpose of this letter is to:

1. present you with the justification for the Northwest District's legal and equitable right to the funds generated by the leasing of property beneath the I-405 freeway access ramps, and

2. to correct assertions made by representatives of the Hillside Neighborhood Association (Hillside) in letters directed to you dated January 21 and February 1, 1982.

At the risk of appearing tedious I will provide a detailed history of the formation of NWDA, Hillside, their boundaries, and the intent of the drafters of the I-405 Lease Agreement. NWDA's constitution was signed on May 15, 1969. Its preamble provided that:

> "the name of the organization shall be the Northwest District Development Association, and the object and purpose of this organization shall be to encourage, coordinate, plan and participate in the orderly rehabilitation and renewal of that portion of the Northwest Section of the City of Portland, Oregon bounded on the South by West Burnside Street, on the East by the Stadium Freeway, on the North by N.W. Nicolai Street, and on the West by a line running 600 feet west and parallel to Westover Road, Cornell Road and easterly boundaries of Forest and McCleay Parks where it intersects with St Helens Road, have as a primary concern the general well being of the people living, working, and owning property in the area."(emphasis added).

Clearly the Constitution did not include the Westover and Hillside Heights within its bounds as Hillside asserts in its January 21, 1982 letter.

NWDA, the Community Organization for Northwest Portland, Inc
817 Northwest 23rd Ave / Portland Oregon 97210

The NWDA boundary definition has been widely used and accepted by the City in the many studies it has funded. Furthermore, the phrase "Northwest District" which has been used in both City and State of Oregon studies, has never included Hillside.(see Appendix A for City and State studies which use this definition.) This understanding was carried forward in the Environmental Impact Statement for I-505 (1973) and most significantly was the operative definition at the time of the execution of the Lease between the City and the State for the area beneath I-405 (1974). (see Appendix B).

Contrary to assertions made in the Hillside letter of January 21, 1982, NWDA meeting minutes disclose that Hillside has long known that its boundaries were never encompassed within those of the Northwest District (NWDA). Our meeting minutes of October 7, 1972 reflect a visit from a Mr. Willard Bone. They state that:

> "he urged NWDA to extend its boundaries to include all of Westover and Kings Heights, maintaining that these neighborhoods are all a part of the Northwest."

NWDA declined the invitation. George C. Sheldon, then President of NWDA, recalls that the reasons for that refusal were that Westover and Cornell Roads had long been geographic boundaries separating the areas and that the opposition to expanding them was due to a general understanding that the character, needs, and aspirations of the two areas differed significantly. Furthermore, Mr. Sheldon does not recall a Hillside Committee associated with NWDA, nor does he recall that any Hillside residents ever participated in the I-405 negotiations, which largely took place in his living room.

The Hillside Neighborhood Association was originally organized to procure the Hillside Center. It became an officially recognized neighborhood association in 1976, according to the Office of Neighborhood Associations. The Hillside Center is maintained with city general fund money. The city also provides the Center with a full time staff person, something that neither Wallace Park nor Couch Park has. According to Park Bureau personnel, Hillside Center has always been a low priority for receiving improvements because it is a community center rather than a public park, primarily serving a small number of people in an exclusive neighborhood. The Hillside Association boundaries encompass 285 acres and 1,268 people. In contrast, NWDA's territory consists of 887 acres and 11,437 people, according to the 1981 City of Portland Neighborhood Information Profiles. It should also be noted that because Wallace and Couch are public parks and therefore are heavily used by people from all sectors of the city, they are hard pressed to meet the needs of area residents. In fact, the Portland Comprehensive Plan pinpoints the Northwest District as deficient in park facilities. Hence the equities for fund expenditure lie with the Northwest District and not with Hillside.

Hillside argues that a State Attorney General letter opinion dated January 21, 1981, provides that I-405 funds can be spent to benefit the entire Northwest sector of the city. However, the opinion only states that the money can be used to benefit "Northwest Portland" and does not try to differentiate between a district, sector, or area. That opinion was drafted to address one issue only, namely whether I-405 Lease funds could be spent outside the highway right of way. The opinion does not portend to set the boundaries within which the money may be spent.

The opinion does, however, clearly dictate that those Lease monies must be spent "... in accordance with the intentions of the parties." The NWDA firmly believes and can substantiate that the lease negotiators fully intended those monies to be spent to alleviate the adverse impacts caused by I-405 within the Northwest District.

In a memorandum dated January 25, 1982 from Bill Dirker, Annexation Coordinator for the City. to Bill Owens of the Park Bureau, Mr. Dirker stresses that "the overriding intent was to get some positive benefit from the freeway for an area that was impacted by the freeway." Mr. Dirker was Transporation Coordinator for the City at the time the lease was agreed to and was intimately involved in the negotiations.His memo concludes that:

> "The suggestion in the news article that improvements to the Hillside Center be considered is not within the concept that established this project. The intent was to help the immediately adjacent area that felt the negative impacts of the freeway."

In a memo to file from Robert Bothman, administrator of the Oregon Department of Transposrtation Metro Branch dated February 11, 1982, he states;

> "Bill Dirker's memo of January 25th ... is correct. He was a participant at the time of the project."

Thus state employees who participated in the Lease conception attest to the fact that the Lease monies were intended for areas impacted by the freeway, and not for the Hillside Center.

Finally evidence that I-405 funds should be used to assist only areas impacted by the freeway is contained in the U.S. Department of Transportation Federal Highway Administration Policy and Procedure memorandum 90-5, March 27, 1973. This memo explains that one of the purposes of joint development of highway corridors, such as the City and State Lease Agreement embodies, is "...to make a positive contribution toward enhancement of the environment through which they pass..." (section 1 (b)) The memo continues that a joint development project is desirable to "...adjust the land uses and local network of services affected by the new highway."(section 3 (a))

In conclusion, the Lease refers only to the Northwest District, an area which has never included the Hillside area. The Hillside Association has never been a part of the Northwest District, and, more importantly, it can not show that it suffered any adverse impact due to the I-405 freeway. In fact, situated loftily on the side of the West Hills, it has only been affected positively by improved transportation through the Northwest District.

Meanwhile, the Northwest District lost 18 blocks of small businesses and residential units and suffered large increases in air and noise pollution. The "Northwest District, and only the Northwest District, is legally and equitably entitled to the expenditure of funds generated by the I-405 Lease. No other sector of Northwest Portland was intended because no other sector has been adversely affected.

Respectfully submitted,

Nancy J. Randall

Nancy J. Randall
2774 NW Savier
Portland, 97210
230-4114

cc: Robert N. Bothman, O.D.O.T.
Bill Owens, Park Bureau
Bill Dirker, Bureau of Planning
Peg Henwood, Northwest District Parks and Recreation Committee
George C. Sheldon

Appendix A

"Northwest District" Plan Alternatives 4-74
- Maps A and B show district boundaries
- Map D shows census tracts included in Northwest District

"Northwest District Policy Plan" 7-75
- Page I-1 states that Council directed planning for the "Northwest District" in 1969 and refers to Map 1
- Map 1 shows the boundaries of the Northwest District

Interstate 505 Draft Environmental Impact Statement 9-5-73- signed by[2] both O.D.O.T and the Federal Highway Administration
- Page 9- description of "Northwest District" boundaries
- Plates 2, 3, 4, show district boundaries
- Pages 21-22 list the parks found within the district

805

L,

STATE OF OREGON
Department of Transportation
Metropolitan Branch

NOTED
H. S. COULTER

INTEROFFICE MEMO
Telephone: 238-8226
Date: February 26, 1982

RECEIVED
STATE HWY ENGR
MAR 1 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

File No: INT 5-1

RECEIVED
MAR 1 1982
Safety Section

TO: SCOTT COULTER
State Highway Engineer

FROM: ROBERT N. BOTHMAN Bothman
Administrator

SUBJECT: West Fremont Interchange Multiple Use Project

Your letter of February 12 to Commissioner Jordan, City of Portland, missed the mark.

First, I have been involved with this project since its inception and, with Doug Wright, wrote the lease agreement to satisfy our concerns for the project. I know my intent was that the funds derived would be used to provide for improvement on the property as is specifically outlined in the agreement.

I realize that the Attorney General has interpreted otherwise, that being because we left some language whereby if both the City and the division agreed, the initial intent of the agreement could be changed. The reason for that was that the City initially wanted to use the income to patch the streets and I refused to allow the State funds derived from our investment to be used for that purpose.

The specific intent is to mitigate the impacts of the freeway structures and there is a plan to do just that within indoor facilities which is part of the multiple use project, it is phase 2.

The Hillside Center, far removed from the freeway in the West Hills, has found out and is now attempting to raid the funds. They did this based on a newspaper article which identified the funds as being available. The Northwest District Association, which represents the immediate neighborhood, and the neighborhood located between the freeway and the Hillside neighborhood, is now fighting with the Hillside neighborhood for those funds. You have taken sides with the Hillside neighborhood with your memo, and certainly fueled this neighborhood debate. No HSC

In the meantime, I have been working with the Northwest District Association, who was involved with the initial lease agreement, trying to work out some agreeable use of the funds which are now available.

I am not particularly knowledgeable of your interest in knowing what improvements are being proposed by the Hillside Center, but I really feel that you either need to become deeply involved with all the politics of the I-505 project or let someone who is involved pursue the multiple use interchange lease.

po

Bob
Intent was to indicate to the City that Potato was in their pocket, — Not to be on either side, but indicate to City that they must do what is right. — HSC

5.0

ROW 12

February 12, 1982

The Honorable Charles R. Jordan
Commissioner, City of Portland
1220 Southwest Fifth Avenue
Portland, OR 97204

I have reviewed the Hillside Center document, as it pertains to Highway Division responsibilities under the terms of the West Fremont Interchange Lease. The purpose of our lease agreement was to provide alternate uses for space under the structures and/or alternative uses for revenue to benefit Northwest Portland residents impacted by their proximity to the freeway.

Although the Hillside Center is a considerable distance from the Stadium Freeway, I am confident the City would believe that this facility does provide for the recreational needs of those impacted residents and then would approve use or improvements that would benefit those residents. Just how far through the list of the very desirable improvements the revenues from the lease will go, I don't know. I would be interested in knowing what improvements you are able to provide.

H. S. Coulter, P.E.
State Highway Engineer

HSC:lb

bc E. S. Hunter
R. N. Bothman
J. L. Sollis
J. B. Boyd
E. L. Hardt

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 5, 1982

J B Boyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

RECEIVED
FEB 08 1982
LEGAL

SUBJECT: West Fremont Agreement
Key File 36134
Review of Hillside Center

You have asked me to review the Hillside Center document relative to our responsibilities under the terms of the West Fremont Interchange Lease. I am attaching a letter from Mr. F. B. Klaboe to R. C. Irelan, Senior Deputy City Attorney of Portland and a Attorney General's opinion issued by Dave Frohnmayer, Attorney General.

I questioned the intent of the original agreement and this was the reason that the agreement was sent to Mr. Frohnmayer for his opinion. I believe Jack Sollis would be the best one to interpret the present proposal. I personally believe it is not relative to the effect of the Stadium Freeway upon the neighborhood as contained in the agreement. The location of the Hillside Center is in the Kings Height area. It is considerable distance from any possible effect of the Stadium Freeway. This is a legal problem. If asked, I would recommend against it.

A map is attached showing the location of the Hillside Center relative to the freeway system.

JBB:jr
Attach.

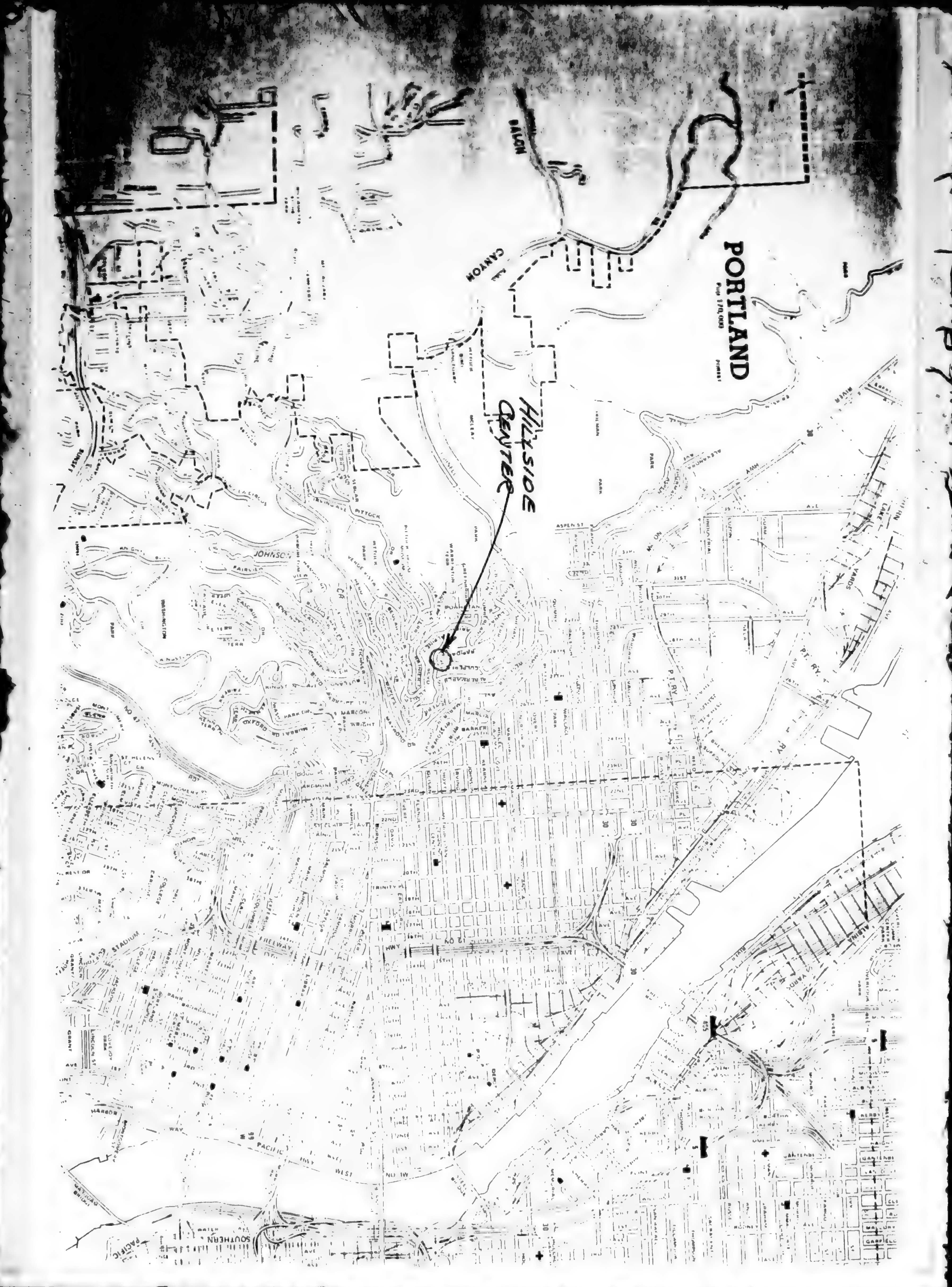
cc: E. S. Hunter w/att.
Jack Sollis w/att.

Write letter [illegible]
to Chas. Jordan indicating that [illegible] that because [illegible]
although the Hillside [illegible] from the Stadium Freeway [illegible] NW Portland [illegible] residents.
the basic purpose of the agreement [illegible] Hillside [illegible] to agree
the importance [illegible] first [illegible]
[illegible] improvements [illegible] benefit [illegible]

JLS
8-82

RECEIVED
STATE HWY ENGR
FEB 9 '82
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File


PORTLAND
HILLSIDE CENTER
CANYON
JOHNSON
ASPEN ST
STADIUM
FREEWAY
HWY
PACIFIC
SOUTHERN
RIVER
30
99

5050

HILLSIDE NEIGHBORHOOD ASSOCIATION
c/o Margaret Haase, President
2846 N.W. Cumberland Road
Portland, Oregon 97210

NOTED
H. S. COULTER

February 1, 1982

REFER TO
J. B. Boyd
By STATE HWY. ENGR.
any problems with this?
2/4

The Honorable Charles R. Jordan
Commissioner
City of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

Re: Hillside Center

Dear Commissioner Jordan:

This letter supplements Chris James' letter to you of January 21, 1982 on behalf of Hillside Neighborhood Association ("Association"), and is written to request funding through the Park Bureau under the City of Portland's 1981-82 and 1982-83 budgets for the needs of Hillside Center. A brief summary of those requests follows this letter and preceeds the Appendices. Further, this letter is to advance a request for funds under the lease between the State of Oregon, acting by and through the Oregon Transportation Commission, Highway Division, and the City of Portland, dated January 30, 1974 ("Lease").

A brief history of the Hillside Center and a chronology of the past activities of the Association, containing independent justification for the requests in this letter, will be provided. This letter will provide the basis for the Association's entitlement to a portion of the proceeds under the Lease.

History

In 1972, the Hillside Committee was a committee of the Northwest Neighborhood Association (NWDA) and the individuals living in the existing boundaries of the Hillside Neighborhood Association were members of the NWDA. The general purpose of the Hillside Committee of the NWDA was to allow residents of the Hillside neighborhood to address the problems of that neighborhood through the NWDA. In conversations with members of our neighborhood who were active in the NWDA in 1972, we have learned that those people invested a large share of time and effort in negotiating with the City concerning the construction of the Fremont Bridge access ramps and I-405 Freeway corridor area through the Northwest district.

Neighbors, in a move independent of the NWDA, met on October 8, 1972, to attempt to purchase the old Catlin Gabel property now known as Hillside Center from the Portland Art Association. In November, 1972, a citizens' organization with 343 members called Citizens for Hillside Community and Recreation Center ("Citizens for Hillside") formed for the purpose of preserving the property as a public park. (See Appendix A.) An article in the Oregon Journal dated October 31, 1974, indicates that these individuals first sought to organize a recreational district and assess all neighbors their share of its costs. However, City officials killed this idea on the ground that it might open the way for giving some neighborhoods better parks and facilities than poorer neighborhoods. (See Appendix B.)

During the period from the initial organization of Citizens for Hillside in 1972, until April 4, 1974 (when the Portland City Council passed a resolution authorizing $49,000 for acquisition of the property and accepting the property as a public park); the citizens of Hillside neighborhood, through individual donations, grants and second mortgages on their homes, raised the necessary funds to acquire the old Catlin Gabel facility and offer it to the City (see Appendix A). On January 6, 1975, Hillside Center opened its doors to the public, becoming the first community recreation center in Northwest Portland (see Appendix C).

A preliminary plan prepared by the Citizens for Hillside, dated May, 1973, containing a resolution from the Portland City Council (#31238), shows that there was an agreement between the Citizens for Hillside and the Bureau of Parks for the following: Tennis courts (lighted if possible), full use of the gymnasium, meeting rooms for neighborhood groups of all ages, a children's playground, open level grass field area, arts and crafts center, at least one full-time staff member, and demolition of two northerly buildings (see Appendix D).

Following the successful opening of Hillside Center in 1975, the Association advised the Northwest Neighborhood's office that it wished to become identified as an independent neighborhood association known as Hillside Neighborhood Association for purposes of future dealings with the City (see Appendix E). This move from status as a committee of the NWDA to an independent neighborhood association was brought about by the successful fund raising efforts of the Citizens for Hillside and the eventual establishment of Hillside Center, as well as through the encouragement of Margaret Strachan, then neighborhood office coordinator for the Northwest area,and by the NWDA itself.

The Association, in accordance with a request from the City, presented a master plan, calling for the items which had previously been agreed to by the Parks Bureau and the Citizens for Hillside in early 1973. Most of the items in the master plan (the tennis courts, the open level grass field area, the arts and crafts center, and meeting rooms for neighborhood groups of all ages) have not been provided. Only one-fourth of the childrens' playground has been completed, with a promise from the Parks Bureau that the remaining three-fourths would be installed in a timely manner (see Appendix I). To this day, nothing has been added to the "Tot Lot", even though it has continued to be one of the requests presented to the City by the director of the Hillside Center and its Citizens' Advisory Board (see Appendix I).

It is interesting to note that the City initially refused to allow the neighborhood to purchase the park facility for the benefit of the neighborhood because of fear that the facilities would be too grand in comparison to other facilities in the district and now we find that our Center is an ugly stepsister in comparison to other facilities in the district (see Appendix J). It would seem that the Hillside neighborhood is "damned if it does and damned if it doesn't".

Neighborhood Needs

The following is a listing of the needs of the Hillside Center with justification therefor:

1. Soccer Field

The first priority for improvement of the Hillside Center is the soccer field. Presently, it is too small for regulation play and is filled with holes and chunks of cement. It cannot be drained after or during rain, nor can it be watered when the weather is hot and dry (see Appendix J). The director of the Hillside Center and the Association have been citing this need from as early as 1973 (see Appendix D) and have requested it each year thereafter through the neighborhood needs submittal, the director's budget requests and recommendations of the Citizens' Advisory Board (see Appendix F-I).

This request has been and is being reasserted for safety reasons as well as usage needs. In 1978, Ann Kafoury, the Chairperson of the Hillside Advisory Board, wrote a letter to the Planning and Development Bureau stating:

> "Safety is the number one issue. If the park grounds were made more safe, there would certainly be increased usage as well as easier maintenance. The soil in the park grassy area is full of holes, concrete is popping up in parts, and the ground is so hard children can not run on it. Because of the condition of the field someone could get hurt. A suit against the City is a fear.
>
> The field needs to have proper irrigation, drainage and two feet of topsoil added. When the field is in good shape it would be used for soccer, football, baseball and volleyball. Many more children and adults would be able to use the area without the fear of getting hurt. Also, children could use the field until dark and walk home." (See Appendix K.)

Even though this same request has been made year after year, it has not yet been addressed by the Park Bureau or the City.

Three years ago Hillside was the fourth most used gym in the City with approximately 1,000 people using the facility each week. Since that time the usage rate has increased with 50% or more people coming from outside the Association's boundaries. (Conversation with director of Hillside Center.)

Under the City's sports program, Hillside is the only place for the children in Chapman school, enrollment of 480 (1980-81), and Cathedral school, enrollment of 219 (1980-81), to have organized after-school teams. These children are not simply neighborhood children, but are children from the entire Northwest district, even including some children from the Southwest Portland area who attend Ainsworth school, enrollment of 537 (1980-81). In 1978, Chapman school (Wallace Park) became a satellite to the Hillside Center. In 1978, 100 children participated in soccer at Hillside Center, while this year, that number has increased to approximately 270 children. Although Wallace Park has obtained considerable improvements, ostensibly for the children, the Hillside Center which sponsors and provides the coaches for the soccer program has only a deteriorating, dangerous field (see Appendix J). The center also provides the organization for baseball and basketball teams and competition for the district.

We understand that this situation can be corrected, not as a capital improvement, but because of the nature of the work, as a maintenance matter. Mr. Roy Marshal, Park Maintenance Supervisor, who is acquainted with the Hillside Center, has indicated that it would be possible to irrigate, drain, level, and enlarge the field to regulation size, including removal of existing substandard tennis court, for approximately $40,000. Hillside Center could then have a field for soccer, and also baseball, so that Hillside Center could serve an even greater number of citizens, including children.

2. Tennis

Tennis is the top priority item in the Leland Recreation Report for the Northwest area (1979) as well as the top priority of the Hillside Citizen Advisory Board for the past six years (see Appendix F-I). The Park Bureau in 1973, when the Center was created, agreed to construct tennis courts on the facility (see Appendix D). An inter-office correspondence from Tim Nolan, dated August 19, 1976, indicates that a need for tennis courts, possibly covered, with additional courts on top of that covered area (see Appendix L).

Presently at Hillside Center there is one sub-standard tennis court which, prior to acquisition of Hillside Center by the City, was used by the members of the Portland Art Association and Catlin Gabel School as a parking lot. This so-called tennis court has cracks, a faulty net, is often muddy due to lack of drainage, and has aprons which are too short (see Appendix J). Through the requests from the NWDA, three tennis courts have been placed at Wallace Park. Since there is no other park in the Northwest district which would be appropriate for the construction of tennis courts, we see the addition of two lighted tennis courts at Hillside Center as a means by which the needs of all citizens in the Northwest district can be accommodated. The neighborhood has previously requested studies of the feasibility of providing for user fees to pay for a portion of the cost of the courts and would recommend that the lights for the tennis courts be installed on a coin-operated basis to accomplish this.

Mr. John Sewell, Park Planning Supervisor, who is acquainted with Hillside Center and its particular problems concerning the tennis courts, indicates that two lighted tennis courts could be placed in the area which is presently the parking lot of Hillside Center for approximately $50,000.

3. Outdoor Basketball Courts

The Association requests installation of outdoor basketball courts with the construction of tennis courts as described in the preceding section. Hillside Center is one of the only facilities in the City which fills childrens' needs by providing open gym and recreational services for them on the weekends through the entire year. We are the most used facility for the children of the Northwest district and outdoor basketball courts would be an inexpensive addition to Hillside Center which would provide other courts to relieve the heavy basketball use of the gym in good weather by all ages.

4. Equipment Shed

A storage room is badly needed by the Hillside Center. As the Center's activities continue to grow, so does its needs for additional equipment. We are now left with the unsafe situation of being required to leave gymnastic equipment, volleyball standards, tables, chairs, on the gym floor, currently the only available space. The Hillside Center is unable to provide more gymnastics classes because it is unable to obtain and store the equipment necessary for such classes. The Association would propose that a storage room be added at the rear of the gym and, because the rear of the building is in poor condition, it could be repaired at the same time that the shorage shed was constructed. Because this work amounts to maintenance, it should be taken out of funds available for this purpose in the 1981-82 budget. According to Mr. Marshal, the storage room could be completed for approximately $9,000. This would allow Hillside Center to offer a greater number of classes and better provide for the safety of those presently using the facility.

5. Other Improvements

a. Soundproofing of Basement. Carpeting the basement and tiling it with acoustical tile at an expense of approximately $6,000 from maintenance funds, would permit greater use of the gym as a neighborhood and community meeting and gathering place.

b. Tot Lot. The tot lot which was begun in 1978 should be completed as promised by the City at that time. Since the beginning of this project in 1978, there has been a drastic change in the age of the children living in the nieghborhood. Currently, a larger percentage of the families living in the neighborhood have pre-school and primary school children. The present tot lot is insufficient to meet the needs of the neighborhood and children who use the facility. The Association requests that the City keep the promise that it made in 1978 and provide the remaining three-fourths of the tot lot, thus providing a safe place for the younger children to play.

c. Gymnastic Equipment. Additional gymnastic equipment would allow further gymnastic training for children in the Northwest area.

d. Bleachers. Bleachers are requested to provide a place for parents to watch their children play soccer.

e. Barbecue Pit. A barbecue pit is requested to enhance use of Hillside Center.

f. Kitchen. A kitchen would permit instruction in cooking classes and facilities for neighborhood gatherings.

g. Meeting Hall. A separate large meeting hall, which could be added to the front or side of the gym, would allow dual use of the gym as a meeting place and sports center (see Appendix D.)

The above-requested items are some items which the director of the Hillside Center and the Citizens' Advisory Board have felt through the years are necessary additions to Hillside Center to insure that the Center can provide the most effective and the most useful facility for use by the entire population of Portland, but more specifically, the Northwest district. With these maintenance and capital improvement items, Hillside Center will be able to provide adults and the children of the district with a safe facility, in a traffic-free location which is easily reached by public transportation, where families in the neighborhood can be assured that their children were receiving quality care, recreation and instruction. Therefore, we strongly request that the Parks Bureau look beyond the unfair generality attributed to Hillside and see what it actually is, which is the only organized after school gathering place for the Northwest neighborhood children, and the only gymnasium open for use on the weekends and, at night for the men and women as well as the children of Northwest Portland. Hillside Center is a gift of our neighborhood to the Northwest area as a whole, which is being neglected and, thus, is failing to achieve its full potential.

Because of our disappointment and sense of futility for asking for these items year after year, the Association has not been as diligent as it should have been in submitting these requests for 1982-83. We, therefore, ask that this letter and these items be considered as the basis for the neighborhood needs requests for the 1982-83 budgetary year from the Association, joining with the director of the Hillside Center and the Citizens' Advisory Board.

Lease Proceeds

The Association strongly reasserts that the above-listed requests should be made a part of the 1982-83 budget based upon the numerous prior submittals and the justification set forth above. However, it has recently come to the attention of the Association that additional funding is available to fund capital improvements from the lease proceeds under the Lease. The availability of such funds is based upon the following provision in the Lease:

> "City shall, upon execution of this lease, proceed to sublease portions of the property for private or public purposes in accordance with the uses permitted under this lease. All rents received from subleasing such portions of the property shall be used solely for the purposes of operating and maintaining the property or making improvements to the property, as may benefit the Northwest District of the City and serve the public purpose, or for such other uses as the parties may mutually agree."

Although those lease proceeds may have originally been intended to benefit the area immediately surrounding the approaches to the Fremont Bridge as part of the I-405 Freeway corridor, the Lease language is not so restrictive and refers generally to the "Northwest District of the City". See letter from Oregon Attorney General, dated March 23, 1981, enclosed in the letter from Chris James. Much to the chagrin of the Association, it has also been learned that the NWDA, in concert with the Park Bureau, celebrated the Attorney General's opinion with a budget request for additional facilities in Wallace and Couch Parks. Further, the Park Bureau, undoubtedly without the consent of your office, has maintained that the Hillside Center is not a beneficiary of the Lease and has never advised the Association of the availability of those funds. As the part of this letter dealing with the history of the Association indicates, the boundaries of the Association were within the boundaries of the "Northwest District" at the time the lease was negotiated and executed. The requests contained in the Association's neighborhood needs submittals and as outlined and augmented above are clearly within the category of improvements contemplated by the lease as interpreted by the Attorney General's opinion. The Association asserts that the process by which budgeted items for the Northwest District have been developed is faulty and the requests of the Association for Hillside Center should be placed on a par with those of the NWDA. Also, a process should be developed to include the Association in matters dealing with the Lease proceeds in the future. Therefore, to the extent that the Association's requests can not be satisfied out of budgeted funds, the Association requests that they be satisfied from the Lease proceeds arising under the Lease.

In conclusion, the Association requests the the items contained in Paragraphs 1-5 of this letter be funded as maintenance or improvement items in the 1981-82 and 1982-83 budgets, as appropriate. To the extent that they cannot be satisfied in those budgets, the Association requests that they be provided from the proceeds under the Lease. The Association further requests that it be made a part of any process established to disburse funds under the Lease.

If, of course, any further action is required on our part to formalize the requests contained in this letter, we would appreciate being so advised.

We have received excellent cooperation from your office on this matter to date and certainly hope that this will continue throughout this process.

Very truly yours,

COMMITTEE ON IMPROVEMENTS
HILLSIDE NEIGHBORHOOD ASSOCIATION

Margaret Haase

Jody L. Stahancyk

Christopher James

John G. Crawford, Jr.

cc: Park Bureau
NWDA
Oregon Transportation Commission, Highway Division
Neighborhood Association Office

SUMMARY

REQUESTS FOR HILLSIDE CENTER

February 1, 1982

	ITEM	JUSTIFICATION	COST
1.	Soccer Field	Presently: Dangerous and inadequate; used by all children of N.W.	$40,000.00
2.	Tennis Court	Presently: Substandard and insufficient; would serve #1 need of neighborhood district.	50,000.00
3.	Outdoor Basketball Courts	Presently: Must use gym in all weather and not enough court space; would allow more participation.	Nominal
4.	Equipment Shed	Presently: No storage, and fire and safety hazard; would prevent hazards and allow more activities.	9,000.00
5.	Other Improvements:		
	a) Soundproofing	Presently: Unusable space; could be used for community and classes.	6,000.00
	b) Tot Lot	Presently: Overused; allow for growth of use population.	Unknown
	c) Gymnastic Equipment	Presently: No room to store; could provide more classes	Nominal
	d) Bleachers	Presently: No place for spectators; would allow parental participation.	Unknown
	e) Barbecue Pit	Presently: No place for cooking; would allow cooking for summer programs and efficient use of space.	Nominal
	f) Kitchen	Presently: No place to cook; would allow for classes and neighborhood functions.	Unknown
	g) Meeting Hall	Presently: No usable meeting space; would allow for classes, meetings and functions.	Unknown

HILLSIDE COMMUNITY PARK

Dedication Ceremony - Jan. 6, 1975 - 11:00 am
Open House - January 12, 1975 - 3:00-6:00 pm

The dedication of Hillside Community Park marks nearly two and a half years of perserverance and hard work by many people in Northwest Portland plus countless others throughout the city. The park consists of 3.5 acres and is located on the original site of the old Catlin Gable School. In addition to the gymnasium which has been refurbished, two class room buildings and a small theater were originally located on the property.

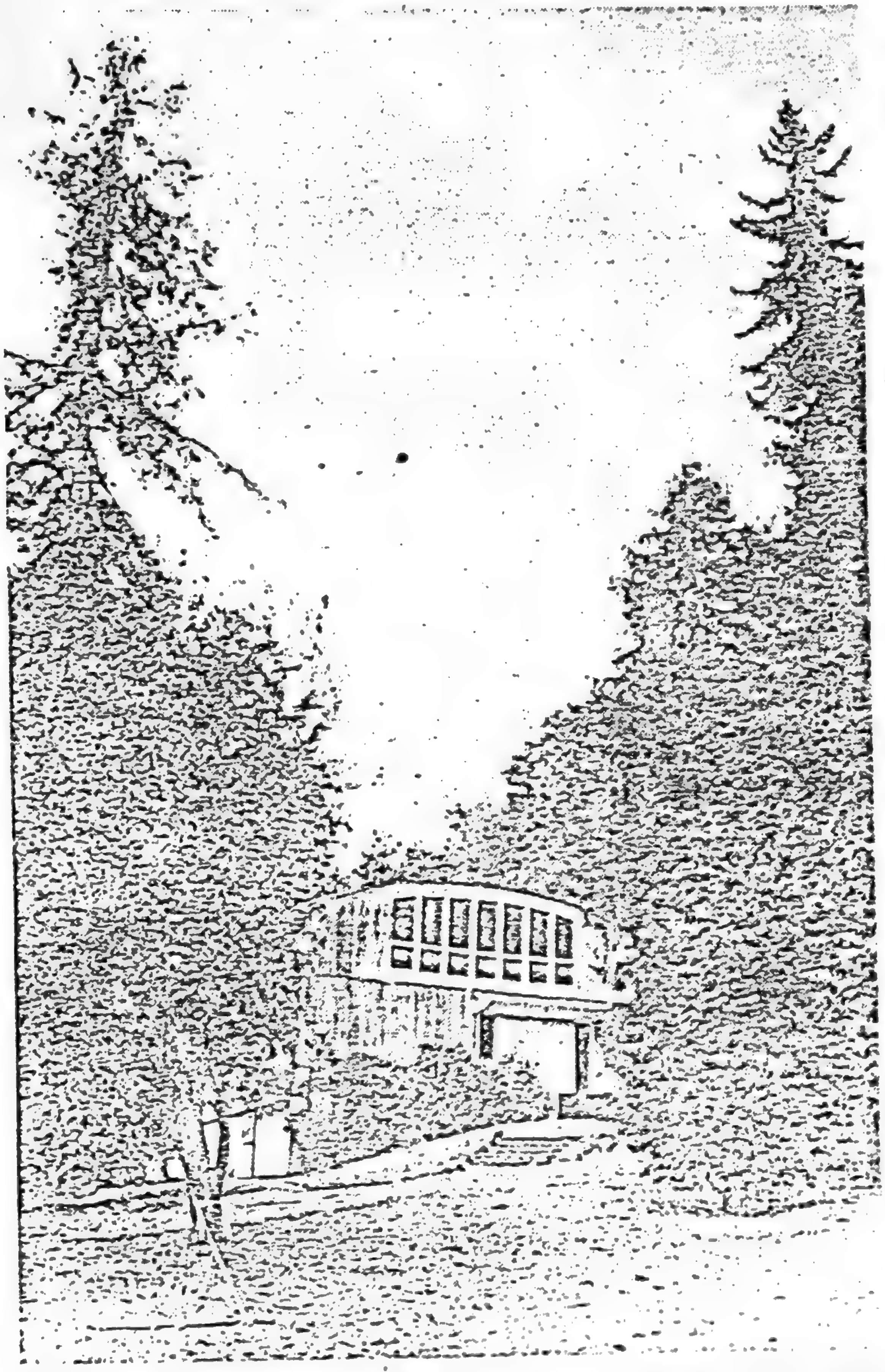
A chronology of events leading up to the dedication follows:

1968	Portland Art Association purchased the property from Catlin Gable and used the facility as a temporary art school
Fall, 1972	Art Association indicates their intention to sell property
Oct. 8, 1972	Neighborhood public meeting called; attended by 125 residents. A number of proposals for the property were presented. At the conclusion of the meeting, a large majority voted their preference for a park rather than a proposed town-house development or other alternative uses
Nov., 1972	Citizens organization, Citizens for Hillside Community & Recreation Center, Inc., formed for the purpose of preserving the property for a public park
	Petition signed by 343 residents supporting the park concept
	Citizens group concludes agreement with the Oregon Parks Foundation (formerly Metropolitan Parks Foundation) for help with the project
Dec. 28, 1972	Citizens group negotiates with Art Association a one year option for the property. Price $106,500.00
Feb. 27, 1973	Option secured with down payment completed of $12,500.00. Money raised from neighborhood
Fall, 1973	Fund raising swings into high gear. $15,000 raised from three private foundations plus a total of $22,000 from neighborhood
Jan.31, 1974	Citizens organization exercises the option for the property with Portland Art Association
April 4, 1974	Portland City Council passes a resolution authorizing $49,000.00 for acquisition of the property and accepting the property as a public park
April 25, 1974	Twelve individuals in neighborhood (sometimes referred to as the "trembling twelve") guarantee a loan for $25,000 from the Bank of California to finalize purchase of the property
May 1, 1974	Property transferred through the Oregon Parks Foundation to the City of Portland
June 7, 1974	Fund raising dinner held in neighborhood where over $7,000 was raised to reduce neighborhood indebtedness. Balance to be raised as of January 1, 1975 approximately $18,000
Mid-August, 1974	Three buildings on property razed and open space created

APPENDIX A

LIVING
(2) Thursday, October 31, 1974 B1

By WATFORD REED
Journal Staff Writer



PARK BEGINS to take shape where Catlin Hillside School once stood, thanks to hard work by neighbors, some of whom mortgaged their homes to help raise money. Others made selves liable for $2,000 by cosigning note. Gymnasium, which will be part of park, is framed by trees at wooded site. Other buildings have been torn down. School merged and moved to become Catlin Gabel School.

A park is beginning to take shape where Catlin Hillside School once stood because of the gifts of more than 100 neighbors.

Some of the neighbors borrowed money, with their homes as security. Most put in from $5 to $25 a household, but some gave as much as $1,500. Some cosigned a bank loan which obligated them to the tune of $2,000 each.

Uncle Sam helped, but the 3.5-acre park would never be there without the neighbors who put their money and time where their mouths were.

So far, it has cost $106,500.

"It wasn't the wealthy people who did the job," said Graham Bryce, spokesman for the neighbors, who backs away from any praise directed at him.

The people under 40 years old who wanted a place for their children to play made it work.

"And it never would have succeeded at all without three or four neighbors who put in tremendous amounts of time, like 30 or 40 hours a week, including having meetings at 6 a.m. — late at night, breakfast meetings early in the morning, you name it."

Most of the buildings which made up the school cluster have been torn down. The city is putting the gymnasium into top shape. The grounds have been "rough graded".

"The city council did not have enough money to complete the grounds as a park," said Dale Christiansen, superintendent of parks and public recreation.

"For playground equipment, the site will have to compete with other neighborhood needs. The money for other work will have to come from the city's general fund or the neighborhood."

Christiansen said "There will be room for picnic spots, for throwing frisbees and generally relaxing," he said.

The neighbors first became aroused in 1972 when

Neighbors Create Park

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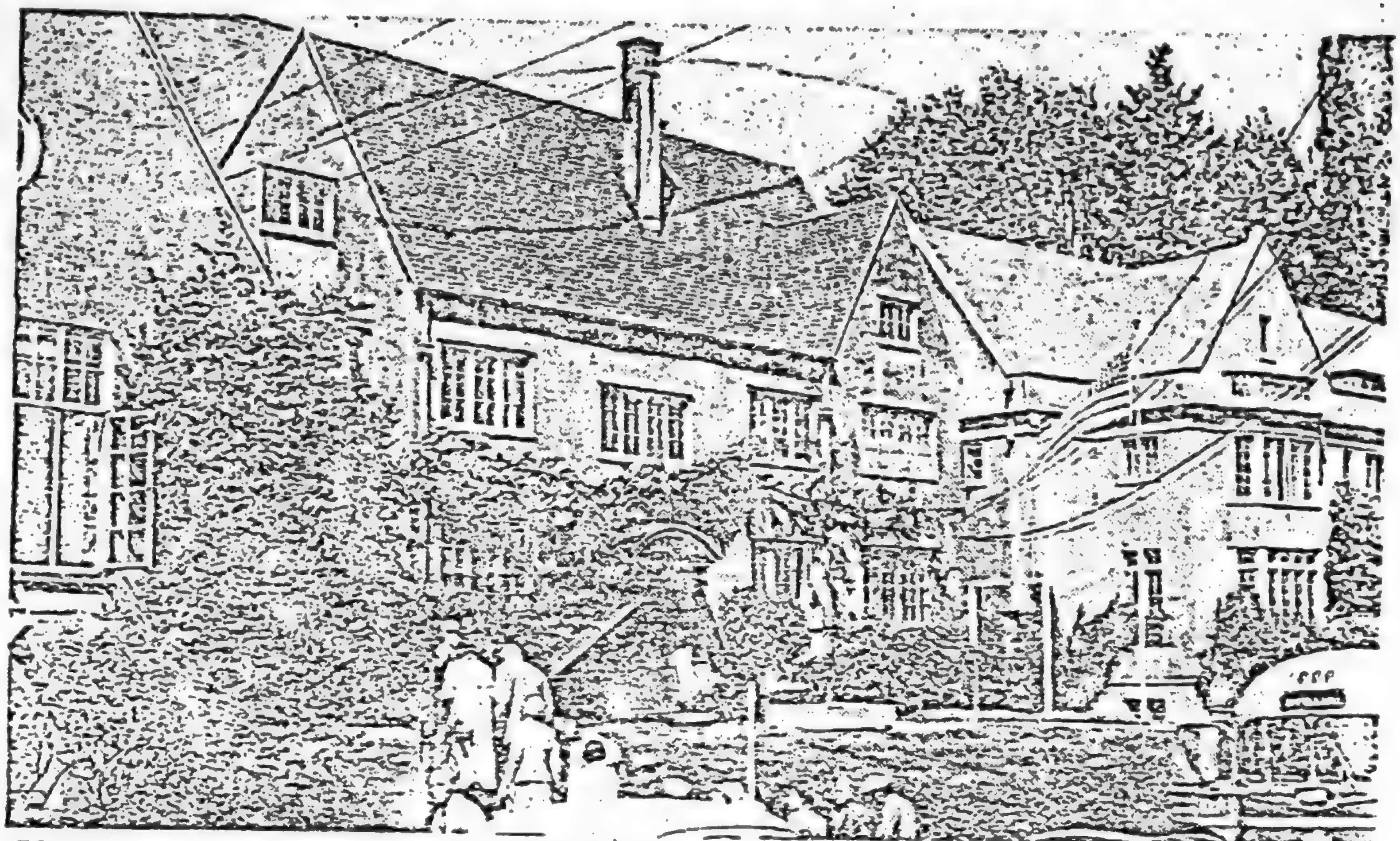


TONS OF knowledge and loads of learning were passed on to throngs of young Portland people in these buildings, which belonged to Catlin Hillside School. Since wrecked to make way for park, they housed artists free for a time after school moved out. Neighborhood still owes thousands in wake of drive to take over site for park.

they learned that the Portland Art Museum, owner of the property, planned to sell it. The prospective buyer wanted to build several high-priced homes on the land at 651 NW Culpeper Terrace.

The cluster of buildings had housed the girls' school which merged with Gabel Country Day School to help form Catlin Gabel School.

"More than 130 neighbors met to see what could be done," Bryce recalled.

"Howard Stenger had an option to buy the land and said he had a deal with a builder which would mean a big capital gain for him. A builder would put up expensive homes on the land.

"He agreed to drop his option if we paid him his costs, about $3,600.

"The Art Museum didn't like it at first, but after a while it gave us a year to buy the property.

"The neighbors felt that the area needed a park. This site had been in a master plan drawn up by the city in 1954. We also feared such problems as a need for new sewers if new houses were built there."

The neighbors raised $15,000, which paid off Stenger and paid for a one-year option to buy the land. Some homeowners added $1,000 to their mortgages to help raise the money.

Then began something which became a will-o-the-wisp.

"We heard of a wealthy New Yorker who had thought of giving such a site to Portland in honor of his grandchildren, who live here," Bryce said.

"I talked with him, and he told me that he had $75,000 earmarked for Portland, under some conditions.

"The leaders got $50,000 in federal 'open spaces' money for the property, and with the New Yorker's promise, we thought things were in good shape.

"But in July, 1973, the New Yorker backed out.

"There also was a question about the artists who had been living free in the Catlin buildings. Would they have to be paid relocation money? The city got us over that hurdle.

"Members of the group, busy men and busy housewives, went from door to door and raised $25,000. If each household had given $200, that would have been enough. But some couldn't give that much.

"But some gave as much as $1,500.

"That still wasn't enough, and 12 people cosigned a note at the bank for $2,000 each.

"We raised $7,000 at a fund-raising dinner, and we are still working on it. We think it is only a matter of firing up and going at it now. The next step will be to ask the neighbors to give used furniture and then auction it off.

"We know that the city has a financial problem, and getting the park into shape will take some time.

"We have confidence in the heads of the Portland Park Bureau."

Bryce said part of the drive was intensive work with city commissioners, one of whom told leaders, "I can't spend any more time on your project. If I spent this much time proportionately on each issue before the council, I'd have to work more time than there are hours in the week."

At one time the neighbors sought to organize a recreation district and assess the neighbors their share. City officials killed this on the grounds that it might open the way for giving wealthy neighborhoods better parks and other facilities than needy neighborhoods.

Bryce said the lion's share of the credit should go to Phil Brown, certified public accountant, who was treasurer of the neighborhood group; Willard Bone, the president, and Ken O'Kane, landscape designer.

"They worked at it relentlessly," he said. "And we have succeeded only because about half a dozen people worked at it from all angles, not only the money angle."

BUREAU REORGANIZES TO PLAN

To increase efficency and facilitate planning, Dale Christiansen, uperintendent of Parks has recently completed a re-organization of Park ureau Administration staff. Key changes are:

Assistant Superintendent Bob Gustafson now supervises for the venue producing activities of the Bureau of Parks including Civic adium, PIR, Portland Tennis Center, Pittock Mansion, and golf, oncession and park permits and marina and guest dock administration.

Administrative Assistant Ed Erickson is responsible for the entire anning operations of the park bureau, including landscape design, long nge planning, the 5 year plan and masterplans for parks. With the ccess of the 5 year plan and the possibilities of a tax levy for parks, the anning effort has become a major focal point for the Bureau.

In accounting as well as planning, the Bureau has taken giant steps in nuary. Pat Sprando who has served the bureau six years is the new lmini tive assistant to Ron Maynard. Ellen Steinbach is the new sociate accountant and Jim Lewis has joined the Bureau as payroll officer.

BLOOD

The City of Portland employees' blood ve is January 20 31. Employees are ed to give blood at this time at the d Cross Blood Center. The center is en 10 a.m. to 3:30 p.m., Monday, esday, Thursday, and Friday, and noon 6:00 Wednesday. Blood donated will into the City's "bank" to replace od used by City of Portland employ- , active and retired, and their families. ose wi ing to give blood should con- t thei pervisor.

Portland Parks' Newsletter is
published monthly, for employees
of the Bureau of Parks
2115 S.E. Morrison
Portland, Oregon 97214
248-3580

Commissioner Mildred Schwab
Department of Public Affairs

Dale Christiansen,
Superintendent

HOUSECLEANING

Jan Phillips, the Superintendent's secretary, was housecleaning in Park Bureau files, and discovered a wallet lost 13 years ago by Mr. James Genzer who now lives in Jackson, Wyoming. Happy to have his wallet back, Mr. Genzer wrote Jan to thank her "the photos brought back many memories."

CETA VI ROUND I

Two Portland Parks projects will benefit from CETA VI, the Federal Manpower Act recently signed by President Ford. The act, designed to relieve unemployment will hire skilled people to work on public works projects of short duration.

The Parks' projects selected for assistance are:

1. Clearing existing trails in Forest Park (14 people, 40 weeks).
2. Completion of the Hines trail connecting S.W. Slavin Road with Willamette Park. This will give pedestrians from Southwest Heights off-road accesss to water (9 people, 10 weeks).

Civil Service is selecting the workers. Park administrative staff is assisting in identification of suitable projects.

Will Bone, Chairman of Citizens for Hillside, looks on while Commissioners Schwab and Ivancie cut the ribbon in the Hillside opening.

HILLSIDE OPENS

Hillside Community Center opened its doors to the public January 6th, becoming the first community recreation center in northwest Portland.

It was one of the happiest opening in memory: the neighbors were there 100 strong to celebrate the facility they had worked so hard to make theirs. As Commissioner Schwab cut the ribbon, children streamed onto the gym floor, shooting baskets alongside Commissioners Schwab and Ivancie.

Bill Ownes, Director of Recreation, and Kay Williamson, the new director at Hillside, talked to the neighbors about new programs. The citizens who led the efforts, Will Bone, Phil Brown and Ken O'Kane, praised the Park Bureau for cooperation especially Dale Christiansen and Ed Erickson who coordinated the acquisition.

Demolition of the Old Catlin Gabel School is complete, leaving a green park and spacious gym with a large basement for crafts and classes. Carpenters and painters worked weeks getting the building in shape. Cost for acquisition of the site was $106,000, with the City of Portland providing $49,000 and Citizens for Hillside assisted by the Jackson Foundation and Collins Foundation providing $57,000.

RECYCLING CHRISTMAS

Parks' maintenance department's tree crew recycled Christmas trees for the public again this year chipping them into barkdust for parks. According to Dick Zoelch of the tree crew, they scored 11 dump trucks of barkdust from an estimated 9,000 trees chipped in the project. Alex Wynstra, newly appointed municipal forester and Dick Zoelch headed the project

MONTAVILLA FIRE

An electrical fire destroyed the office at Montavilla Community Center doing $4,000 damage. In an ironic footnote: Tom Goold, Northeast District Recreation Supervisor, returned from vacation the next day to find a Montavilla work order from the previous week complaining that the office door kept sticking. Said Goold: "Last week Larry complained about the door. This week he wishes he had a door to complain about."

APPENDIX C

APPENDIX D

REPORT

A PROGRESS REPORT REGARDING THE HILLSIDE COMMUNITY AND RECREATION CENTER:

The Hillside project continues to move steadily forward. Although much has been accomplished, much work remains before our efforts can be called successful. The neighborhood park and recreation center will become a reality only if there is continued strong support from the neighborhood.

A preliminary site plan, programs tentatively worked out with the Bureau of Parks, the City Council resolution and information concerning the status of the fund raising drive are set forth in this brochure.

The immediate task before us is the raising of approximately $85,000, which, along with funds already contributed, will make possible the acquisition of the property. This must be accomplished prior to December 31, 1973, when the option to purchase the property will expire. The $80,000 federal grant mentioned in the resolution seems relatively certain but, under the terms of the resolution, none of the federal money can be applied toward the $85,000 which must be raised by year-end.

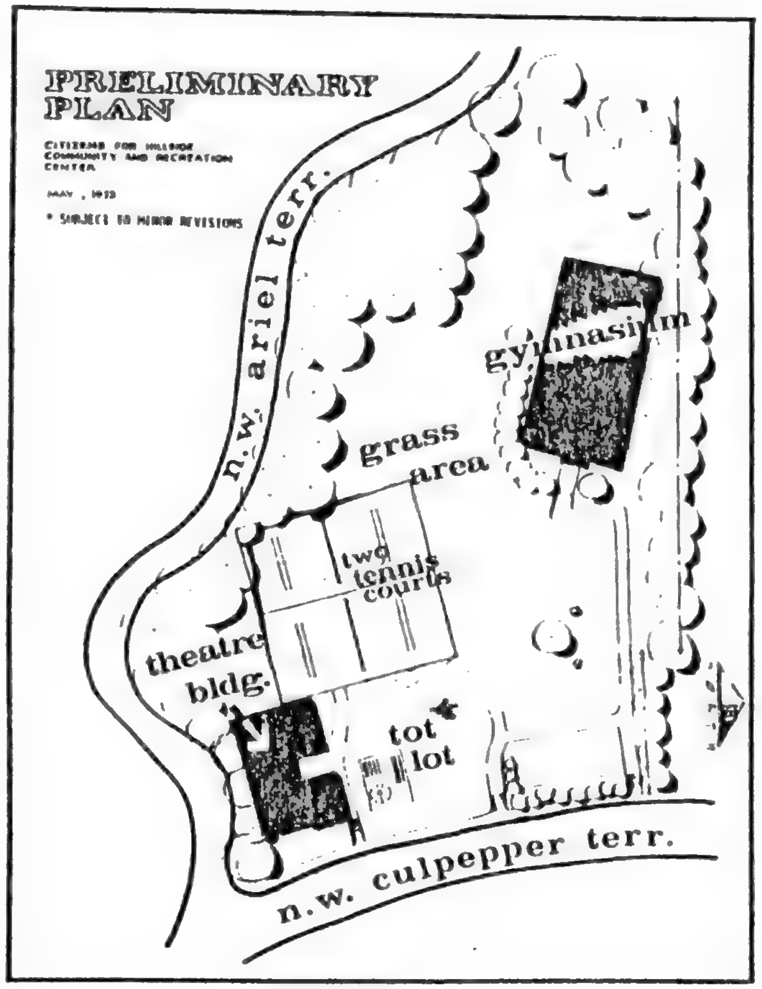
Many of the people contacted during the first phase of the fund raising campaign expressed a keen interest in the project but wanted to postpone part or all of their contribution until there was assurance that the City would accept the property for use as a park. Now that we have that assurance in the form of a City Council resolution, we anticipate that the list of donors, and the amount donated, will grow substantially.

Contributions for the Hillside project are being handled through the Metropolitan Parks Foundation, a public foundation, and we are advised that contributions are deductible for federal and Oregon income tax purposes. Checks should be made payable to the Metropolitan Parks Foundation and mailed to the Foundation at 1717 Georgia-Pacific Building, 900 S. W. 5th Avenue, Portland, Oregon 97204.

The Board members (and their spouses) of the Citizens for Hillside Community & Recreation Center urge your generous support of this unique community effort. If you believe, as we do, that preserving this open space and its facilities for the enjoyment of the neighborhood is worthwhile, please help make it a reality. Don't wait for someone to contact you; send in your contribution right away. Your neighbors, and especially their children, will be sincerely greatful for your help! Please feel free to contact any of us if you should have questions about the project.

Will and Chris Bone 228-6945	Bill and Bonnie Harris 228-3448
Phil and Barbie Brown 223-3340	Bob and Sally Landauer 227-1801
Graham and Sharley Bryce 228-1402	Peter and Sue Norrie 222-2118
Brian and Peggy Casey 227-3817	Ken and Carol O'Kane 222-3759

Dan and Colline Weache
223-4046

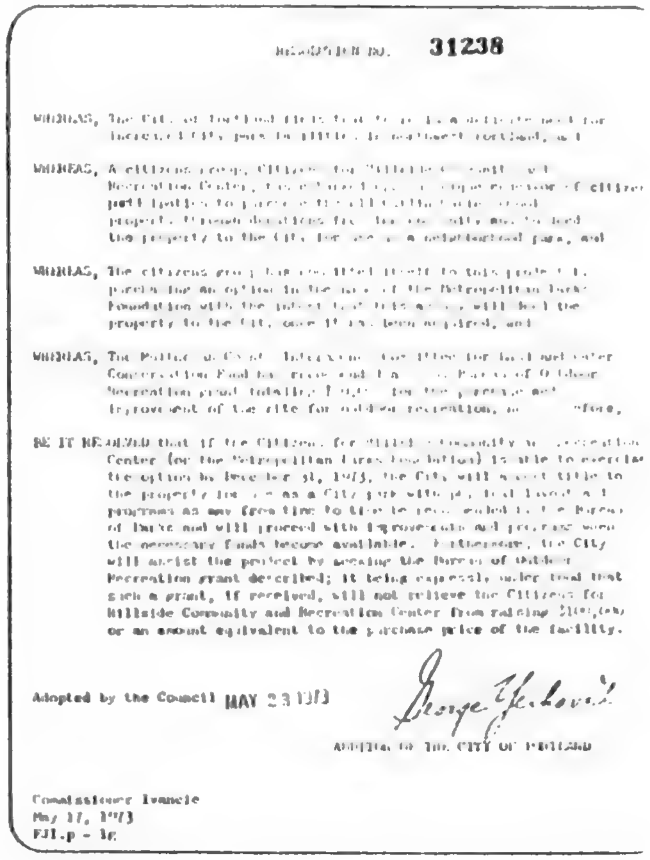


AGREEMENT

Agreed to by the Citizens for Hillside Board and the Bureau of Parks are the following:

- Tennis Courts (lighted if possible)
- Full use of the Gymnasium
- Meeting rooms for Neighborhood groups of all ages
- Children's playground
- Open level grass field area
- Arts and Crafts center
- At least one full time staff member
- Demolition of two northerly buildings

CITY COUNCIL RESOLUTION



RESOLUTION NO. 31238

WHEREAS, The City of Portland [illegible] a definite need for increased City park facilities in northwest Portland, and

WHEREAS, A citizens group, Citizens for Hillside Community and Recreation Center, [illegible] citizen participation to purchase the [illegible] property [illegible] donations [illegible] the property to the City for use as a neighborhood park, and

WHEREAS, The citizens group has committed itself to this project [illegible] purchase an option in the name of the Metropolitan Parks Foundation with the intent that [illegible] will deed the property to the City once it has been acquired, and

WHEREAS, The [illegible] Interior [illegible] for Land and Water Conservation Fund [illegible] Bureau of Outdoor Recreation grant totaling [illegible] for the purchase and improvement of the site for outdoor recreation, now therefore,

BE IT RESOLVED that if the Citizens for Hillside Community and Recreation Center (or the Metropolitan Parks Foundation) is able to exercise the option by December 31, 1973, the City will accept title to the property for use as a City park with [illegible] programs as may from time to time be recommended to the Bureau of Parks and will proceed with improvements and programs when the necessary funds become available. Furthermore, the City will assist the project by seeking the Bureau of Outdoor Recreation grant described; it being expressly understood that such a grant, if received, will not relieve the Citizens for Hillside Community and Recreation Center from raising [illegible] or an amount equivalent to the purchase price of the facility.

Adopted by the Council MAY 23 1973

George Yerkovich
AUDITOR OF THE CITY OF PORTLAND

Commissioner Ivancie
May 17, 1973
FJI.p - 1c

BROWN, ARMSTRONG & CO., P.C.
CERTIFIED PUBLIC ACCOUNTANTS
2177 S.W. MAIN STREET
PORTLAND, OREGON 97205

TELEPHONE 221-1776

Hillside

February 18, 1975

Ms. Susan Nelson, Coordinator
Northwest Neighborhood Office
817 N. W. 23rd Avenue
Portland, Oregon 97210

Dear Susan:

Please find enclosed your recent memo on which I have made some comments.

I hope you've had a chance to become somewhat settled in your new situation, and want you to know that I am delighted that you were chosen and feel that you will do an outstanding job.

As you may know, the Citizens for Hillside Corporation was formed for the specific purpose of acquiring the former Catlin-Hillside school property and turning it over to the City for use as a public park. Now that that purpose has been accomplished, we intend to change the name of the corporation and broaden the purpose so that it can serve as the Neibhborhood Association for the Hillside-Westover area. For the time being, I would appreciate having any communications from your office affecting our neighborhood directed to me at the address shown above. I'm looking forward to talking with you soon.

Yours very truly,

Phil

Philip F. Brown

PFB:sl
Enclosure

APPENDIX E

75-7

HILLSIDE COMMUNITY CENTER
BUDGET REQUESTS

TUMBLING MATS / CRASH PADS
GYMNASTIC EQUIPMENT (UNEVEN PARALLELS, BALANCE BEAM, HORSE)
DOLLY FOR MOVING CHAIRS AND EQUIPMENT
~~[illegible]~~

2 PORTABLE COAT RACKS
BICYCLE RACK
FILING CABINET
PROJECTOR
COFFEE MAKER
SCOREBOARD/CLOCK
PORTABLE BLACKBOARD
TRAMPOLINE PADS (REPLACEMENT)
CUPBOARD/CABINETS IN CRAFT ROOM (? CAPITAL IMPROVEMENT)
TYPEWRITER
CURTAINS FOR OFFICE, CRAFT ROOM + PRE-SCHOOL
BENCH FOR WEIGHTLIFTING
TIMER-CLOCK
2 WALL CLOCKS (PRE-SCHOOL + CRAFT ROOM)
TROPHY CASE
VACUUM CLEANER
GLASS BACKBOARDS (BASKETBALL)

APPENDIX F-1

~~WALL IN PRE-SCHOOL ROOM~~

STORAGE ROOM ON REAR OF BUILDING

SMALL CLOSET IN LOUNGE

PAINT WALL IN GYM

LINOLEUM (TILE, CARPET) FOR DOWNSTAIRS ROOMS

PIANO

2 PLASTIC BOWLING GAME SETS

BENCHES FOR GYM

AIR HOCKEY GAME

ADDITIONAL DRINKING FOUNTAIN

STEREO

1 ADDITIONAL STAFF PERSON

WINDOWS IN FRONT OF BUILDING

PAINT OUTSIDE OF BUILDING

GYM DIVIDER (H.S. TYPE)

APPENDIX F-2

[illegible] 77

BUDGET / [illegible]

ELECTRIC SCOREBOARD
TROPHY CASE
2 COAT RACKS
BICYCLE RACK
FILING CABINET
PROJECTOR
TUMBLING MATS - CRASH PADS
COFFEE MAKER
CURTAINS
TYPEWRITER
TRAMPOLINE PADS
PLEXIGLASS BACKBOARDS
PIANO
2 PLASTIC BOWLING GAME SETS ✓
STEREO HIFI TAPE DECK
GYM DIVIDER (H.S TYPE)
TABLE [illegible] TO REPLACE ELECTRIC BULBS - REPAIR [illegible] LIGHTS
[illegible]

GYMNASTIC EQUIP.
DOLLY FOR MOVING CHAIRS + EQUIP.
PORTABLE BLACKBOARD
TIMER-CLOCK
VACUUM CLEANER

CAPITAL IMPROVEMENTS

S[illegible] ROOM ON REAR OF BUILDING
OUTDOOR DRINKING FOUNTAIN
[illegible] OF BUILDING
S[illegible]
[illegible]
[illegible]
[illegible]

APPENDIX G

Hillside Community Center
Budget Requests
1977-1978

Capital Improvements

"SAFETY BARRIER" - ADEQUATE, LOW-LEVEL, ESTHETIC
TO FIT

1. Installation of fencing on Culpepper Street side of field - Justification- A. Safety- The park is located on a corner lot and a hill. Balls roll down the hill quickly, so many participants run out into the street,between parked cars, around the corner, etc. without looking first. B. Equipment loss could be cut down. C. Minimize vandalism by preventing cars, motorcycles, etc., access to the feild from the street.

2. TOT LOT
   A. Participant demand; One of the largest groups using the center are those of pre-school age. NO facilities are available outside for this group currently. B. Enhance the total pre-school class program, stimulating participation at the center. C.. Very high priority on the Citizen's Advisory Board list.

3. TENNIS COURTS(2)
   A. One used now does not meet city standards, and is poorly located.
   B. Usage covers all ages, and is extremely highly used in summer.
   C. Demand for tennis classes is high, and classes must continually be limited. More courts would encourage participant growth at this facility.
   D. Number one priority on the C.A.B. list.

4. LAND IRRIGATION
   A. No facilities now available. No roving crew comes around, so valuable recreation staff time must be consumed with watering the field if it is to be at all usable during the summer.
   B. If ground cover dies, erosion could occur easily, and much money spent in repairs.
   C. The park would simply look more like a beautiful Portland Park if it were kept green.

5. OUTDOOR DRINKING FOUNTAIN
   A. An attempt is made to supervise all parts of the park simultaneously; however, it is sometimes nedessary to lock the gym(when staff is outside), When this occurs, the only water available is from a faucet on the side of the building. This is uncomfortable to use, unsanitary, and the area around the faucet remains wet, muddy, and dangerous throughout the summer. Letting someone in the gym without supervision involves many safety problems.

6. STAINING EXTERIOR OF BUILDING
   A. Maintenance costs can be kept lower if the building is protected on the outside with new stain
   B. Enhance the overall looks of the park if the building looks well kept.
   C. Citizens in the community have expressed the desire to have it stained.

7. STORAGE ROOM ON REAR OF BUILDING

(cont.)

7. STORAGE ROOM ON REAR OF THE BUILDING

A. As the center's activities grow, so does the need for additional equipment. Leaving gymnastic equipment, volleyball standards, tables, chairs, mats, etc., on the gym floor becomes hazardous and unsafe(attractive nuisance).
B. Space on the gym floor would be taken up for equipment, when it should be used for recreational activities.
C. Area available, and lends itself to that purpose(exsisting door, gym level, behind building, out of sight, etc.).
D. Storage space now available, is extremely minimal (and is stretching the fire code now).

8. SOUNDPROOFING ONE ROOM DOWNSTAIRS
A. Use of building is now limited due to excessive noise. When gym is in use, no activities can go on downstairs. Multi-purpose room is now finished, and could be well utilized if soundproofing, or lowered ceiling, etc., were provided. Building usage could almost double.

STREETLIGHT AT CORNER OF NEW ENTRANCE ROAD

A. Road is unsafe at night without any light on a dangerous curve (blocked vision on a curve), and lighting would lessen the hazards for pedestrians and vehicles alike.

10. IMPROVE ACCESS PATHS (FRONT AND REAR) TO BUILDING

A. Rear path currently heavily used(cuts off app. 3 blks) is unsafe. It needs clearing, some widening, and possibly some wooden-gravel type steps in a few places. Any low level (close to the ground) lighting on the paths would greatly increase safety in using.

MAINTENANCE ITEMS

1. Wet-Dry (shop) Vacuum

Justific

A. The amount of carpeting and tile in the building which needs maintenance has tripled since the building opened, and we still have no machinery for cleaning emergency problems, or for general maintenance.
B. The vacuum would help prolong the life of the carpets.
C. We are not on the roving crew, and therefor do a lot of our own maintenance(outside of what the contractor does).

est. cost: Vac. Cleaner Specialists -$59.95 Vacuum Cleaner Center- $ 62.05 Sears- 65.95 (Pow-r-Vac) (with attachments)

2. PRE-SCHOOL ROOM CARPETING

Donated, old carpeting is being used now, in a makeshift manner, including tapeing it down with masking tape, which is dangerous.

PERSONNEL

1. Continuance of two (2) full time personnel.
2. fifteen to twenty hours part-time help.

EQUIPMENT

1. ELECTRIC SCOREBOARD
   - A. Usage. The building's main activities are sports oriented, with over thirty Hillside teams using the facility throughout the year. This one item would affect the largest number of people.
   - B. It is a multi-purpose item. It can be utilized for classes, timing races and special events, skill tests, and clinics.

2. COAT RACKS
   - A. There are currently no accomodations made for coats or parcels. People throw them on the floor in the entranceway, creating an unsightly and hazardous situation in the entranceway.
   - B. Many community oriented activities take place here, with adult participation. Many comments have already been received about the negative effect of no proper place to put coats, etc.

3. BICYCLE RACK
   - A. No accomodations now available for bikes.
   - B. Community very ecologically oriented, and many ride bikes.
   - C. Prevent vandalism, and help supervision problems.

5. TROPHY CASE
   - A. No place currently to put trophies.
   - B. Over twenty-five trophies have already been won by teams of all ages from the center, and people like to see them displayed.
   - C. Good public Relations, helps build participation and community center pride, which helps keep down vandalism,etc.

6. COME-ALONG (winch for volleyball cable)
   - A. Makeshift procedure now used makes obtaining and keeping proper net height difficult.
   - B. Volleyball is a large activity here, with all ages involved
   - C. It would cut down the time involved in putting up the nets, and free the recreation staff for constructive activities.

7. TUMBLING MATS (3 replacements, and some new)
   - A. Demand for tumbling and gymnastic activities large, and currently we have no equipment to teach the classes, this limits numbers of participants and growth of the program at the center.
   - B. Multi-purpose- can be used in kindergym, preschool, wrestling, etc. as well as tumbling classes.

   Est. Costs: Gym Master (form Oregon Athletic) Action Mats- 5' X10' (folding type,velcro fasteners)$175 each.

8. PLEXIGLASS BACKBOARDS
   - A. Basketball is a high usage activity at the center. We have currently 11 teams of all ages and both sexes competing in city leagues. In addition, we have half court center leagues, a summer basketball league, and instructional classes for young and inexperienced players
   - B. Maintain pride in the building and aid in preventing vandalism, etc.

9. 12 (twelve) BANQUET TABLES AND 50 CHAIRS
    A. Many community centered activities held here (average of 1 every two months) drawing large crowds. These would cut down on manpower, gas, etc., required to pick up and deliver these items frequently.
    B. Only have six tables and twenty chairs now for the entire center.

10. REPLACEMENT FURNITURE FOR THE LOUNGE
    A. Couch and chair in use now old, unsightly, and broken.
    B. Improvement of looks, ease of maintenance, and increased versitility with furniture selected especially for use in this room.

11. COFFEE MAKER
    A. Nothing currently available for making coffee.
    B. Many group activities could use it (including staff meetings)
    C. Isolated area makes going to stores, restaurants, etc., difficult and time consuming.

12. TYPEWRITER
    A. Currently using private one.
    B. Improve professional appearance of center and its activities.

13. TIMER*CLOCK
    A. Aid in teaching classes, running relays, timing games, etc.
    B. Portability and size make it versatile and convenient.
    C. No other equipment now available to handle any of the above activities. COST: Gray Lab $54.95 - 60 min. timer- Sandy's

14. CURTAINS IN CRAFT ROOM, OFFICE, AND LOUNGE
    A. Help in control of heat loss in building
    B. Improvement of esthetic appearance of facility.
    C. Help in cutting down noise in downstairs area.

15. GYM DIVIDER
    A. Could double use of facilities by enabling the gym to become a multipurpose area. (gymnastics and basketball could be carried on at the same time, for instance.)
    B. Aid in supervision and vandalism problems.
    C. Enable one person to do more activities in the same amount of time.
    D. Allow both free play time and structure classes to be carried on at the same time, thereby alleviating somewhat the biggest problem of the center-pleasing all of the participaants all of the time!

16. REPLACEMENT PADS FOR TRAMPOLINE
    A. Curpent ones are worn and thin. Padding doming through in spots.
    Cost: (Oregon athletic) #PSIF4 $105.00

17. MINI*TRAMP
    A. Enable a small tumbling and gymnastics program to get started.
    B. Enhance the trampoline classes.
    Cost Oregon Athletic $198.00 shipping-$5.00

18. Crash Pad
    Multi-purpose usage Cost: Oregon Athletic- 5' X10' x 8"
    $ 250.00

1979 - 1980
1980 - 1981

80-81
79-80
duplicate

CAPITAL IMPROVEMENT PROJECTS
HILLSIDE COMMUNITY CENTER

1. STORAGE ROOM ON REAR OF THE BUILDING

A. As the center's activities grow, so does the need for additional equipment. Leaving gymnastic equipment, volleyball standards, tables, chairs, tables, etc. on the gym floor (which is currently the only available space) becomes hazardous (an attractive nuisance situation).

B. Space on the gym floor would be taken up for storage, (as it is currently) when it sould be used for redreational activities.

C. The area is currently available for the room, and lends itself to that purpose. (there is an existing door, it's at gym level, and is located behind the building, out of sight, etc.).

D. All storage space now is minimal, and is stretching the fire safety code now to meet storage need.

2. NEW TENNIS COURT (IN SPACE APPROVED BY CITIZEN'S ADVISORY BOARD)

A. Current court is located in an inappropriate and unsafe spot. It does not meet city standards.

B. It is well used by all ages, with extremely high usage in the summer. Demands for classes are high.

C. HAS BEEN NUMBER ONE PRIORITY on the C. A. B. list for six years.

3. SITE IMPROVEMENT

A. Underground irrigation. Presently, there is no method available for watering the field in the park. The employees must take time to try to water by hand the entire field to avoid losing the site to erosion when the grass dies.

B. The field is presently unsafe and mush of it is unsuable. There are large pieces of concfete, holes, and debris all over the field. It needs leveling and filling, and major landscaping work.

4. ADDITION TO EXISTING SMALL TOT LOT.

Current lot is one-fourth the size originally promised by the park bureau to the people of the community. The space for the project is available, and the site is very much over used already. The improvement would fit into the over-all master plan approved by the citizen's board.

5. SOUNDPROOFING DOWNSTAIRS PORTION OF THE BUILDING.

Use of this space is limited due to the excessive overhead noise from the gym. Use of the building could at least double if these rooms could be used when the gym is being used.

6. RENOVATION OF DOWNSTAIRS PORTION TO ALLOW A WEIGHT ROOM TO BE INSTALLED.

This is a high priority activity which is asked for often by all ages. Participation would increase in proportion to the type of facility installed.

7. IMPROVE REAR ACCESS PATHS AND LANDSCAPE THE HILL BEHIND THE BUILDING.

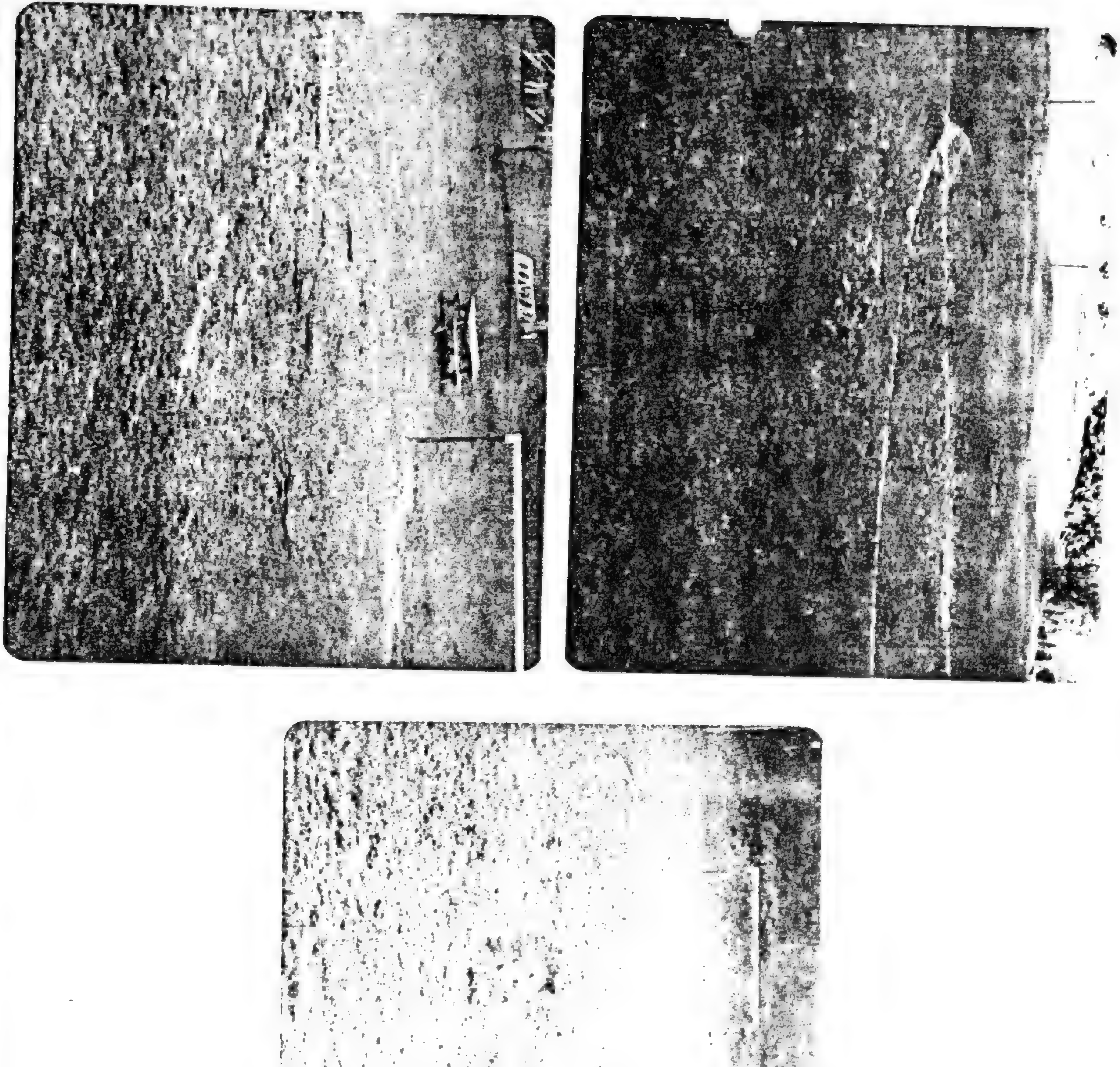
The path to the rear of the building is heavily used, as it cuts off about three blocks for the people above the center. It is, however, unsafe. It needs clearing and widening, and some kind of environmentally sound steps installed. Low level lighting could also be used. The hill is of great concern because of the view to the people above. Planning needs to be done to ensure the beauty and atmosphere of the park remains intact, while working with the public to change suitably the hillscape.

8. GYM DIVIDER

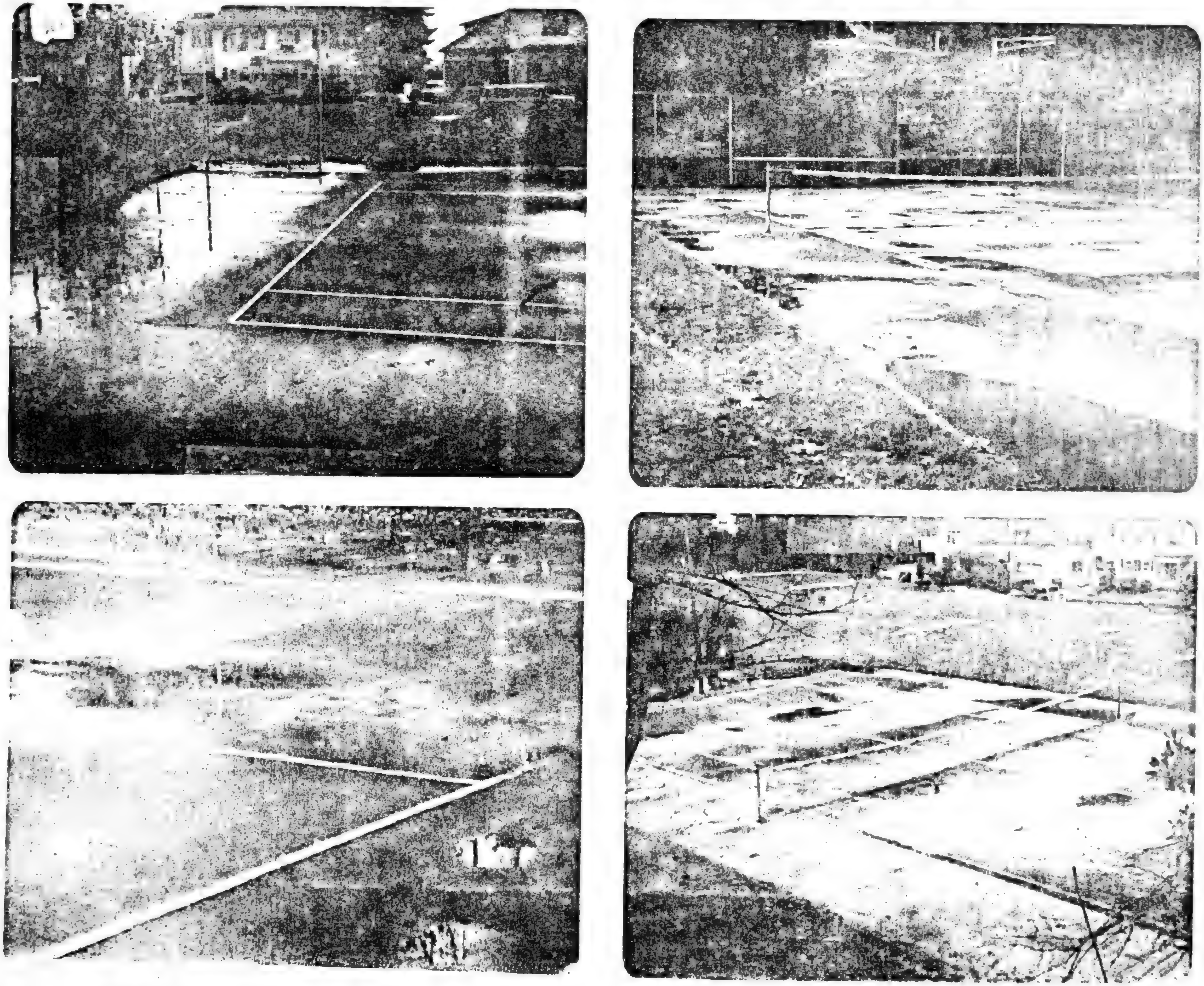
This apparatus could at least doulbe the use fo the facility. It will aid in supervision and cut down any vandalism problems. It would allow both classes and free play to go on at the same time in the gym, thus pleasing more people most of the time.

9. IMPROVEMENT OF THE ACCESS ROAD AND INSTALLATION OF A LOCKING GATE AT THE TOP OF THE ROAD.

These measure would all aid in the safety of the participants and add to the safety of the park.



[illegible] Field



[illegible] Court

August 30, 1978

Mr. Mike Keiel
Planning and Development
Portland Park Bureau
1107 S.W. Fourth Ave.
Porland, Oregon 97204

Dear Mike,

The Hillside Advisory Board met this summer to discuss the needs of the Hillside Center in order to make it a safe, equiped, and well-used park. The gym at Hillside Center is the fourth most used gym in the city and is used by people from all over town. We feel that the park area would be used much more if completed. Relatively small expenditures will produce large returns in the form of greater neighborhood and city-wide use, especially in the Northwest area. Hillsiders are active participants not only in attending meetings, but also in raising funds, contributing labor, and supporting the Park Bureau. We hope that you will consider our needs in setting forth priority parks needing completion.

Safety was the number one issue. If the park grounds were made more safe, there would certainly be increased usage as well as easier maintenance. The soil in the park grassy area is full of holes, concrete is popping up in parts, and the ground is so hard children cannot run on it. Because of the condition of the field, someone could get hurt. A suit against the city is a fear.

The field needs to have proper irrigation, drainage, and two feet of top soil added. When the field is in good shape it would be used for soccer, football, baseball, and volleyball. Many more children and adults would be able to use the area without the fear of getting hurt. Also, children could use the field until dark and walk home.

Another safety factor is the need for a low fence or hedge on Culpepper. Balls would be stopped before going into the street. Parents would be more inclined to allow their children to play there without the fear of them chasing balls into the street.

The road leading into the park is treacherous. It needs widening and paving to make it safe. A board member suggested closing Ariel Street, and making a flat area at the entrance to the road into the park.

Use of Hillside Center is therefore contingent on the safety factor.

Several pieces of equipment are needed in order to increase the use of Hillside Center. There are no park benches or tables in the park. Now that the tot lot is completed, parents will be coming to supervise their children and to picnic. These benches and tables would encourage such activities. An outside drinking fountain is necessary. Not only would it stop outside traffic in the gym, but could be used whenever the gym was closed. An electric scoreboard would also increase the use of the gym. The Hillside Neighborhood Association has raised money for the scoreboard, and we need your help in acquiring and installing it. Better lighting around the park, especially in the back would increase the use of the park as well as make it more secure.

The hillside behind the gym needs careful landscaping to save the hillside. Proper landscaping would also allow the neighbors above the park to keep their beautiful views.

The board most appreciates the co-operation and consideration you have given us. We sincerely hope you will consider our needs in organizing your list of parks needing completion.

Sincerely yours,

Ann Kafoury

Ann Kafoury
Chairperson-Hillside Advisory Board

cc Mr. Doug Bridges
Ms. Dorthea Graham
Hillside Advisory Board Members

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

August 19, 1976

From Tim Nolan

To

Addressed to Levy File

Subject Hillside Community Center

The following are comments and questions regarding our visit to Hillside Center on August 18.

1. The master plan suggested for Hillside Community Center has been developed over several years. However, we need to work a lot closer with Ed Erickson and his staff on the development and implementation of the plans that are available to date.

2. Specifically, the neighborhood and recreation director at the center have indicated a need for the following improvements which ought to be included in a master plan concept and not developed independently. These are:

    a. Tennis courts, possibly covered with courts on top of the covered area.

    b. A landscaped and open area in front of the community center which could be used for multipurpose sports activities, such as baseball, soccer, or picnicking, but would essentially contain no major improvements which would indicate a particular use for that open area.

    c. A storage room adjacent or as part of the existing community center building which could contain equipment that is used during the summer program.

    d. A continuing drainage problem that needs to be addressed, particularly if tennis courts are placed adjacent to the community center building.

3. There has been a need identified also for painting and general maintenance work on the existing building. This is a well constructed and designed structure. It needs to have some money put into it to keep it functioning in a proper manner.

4. We need to be aware of the neighborhood in this particular center probably more than any other neighborhood center because they have contributed time and money for the improvement of the center and they use it actively.

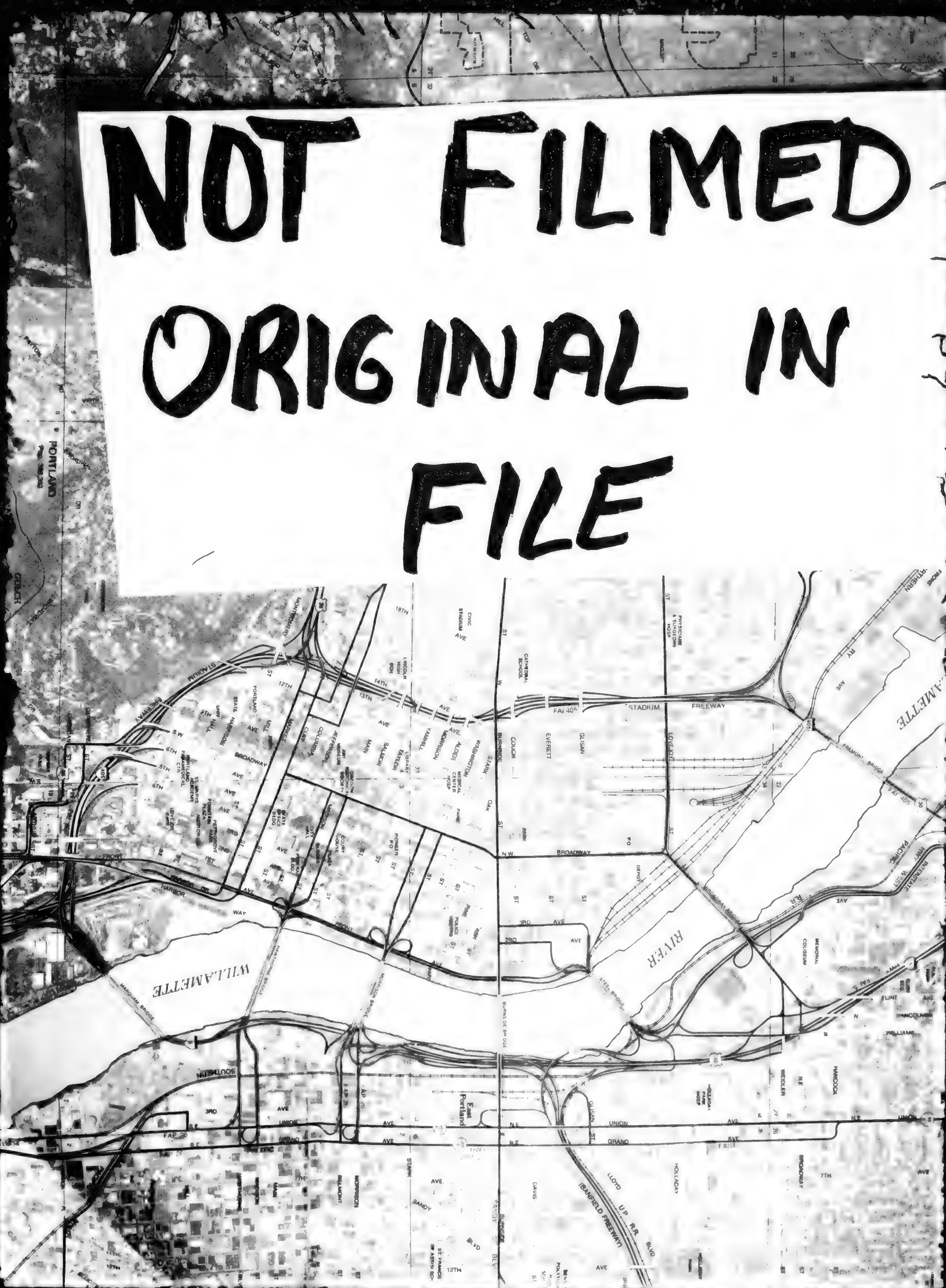
LOWER FLOOR DAYLITE BSMT
POSSIBILITY EXPLORED

TRN.p

✓ Benno
✓ Ross
✓ Tim

APPENDIX L

NOT FILMED
ORIGINAL IN
FILE


PORTLAND
GULCH
STADIUM FREEWAY
FAI 405
WILLAMETTE
RIVER
MARQUAM BRIDGE
HAWTHORNE BRIDGE
MORRISON BRIDGE
BURNSIDE BRIDGE
STEEL BRIDGE
BROADWAY BRIDGE
FREMONT BRIDGE
HARBOR WAY
FRONT AVE
BROADWAY
BURNSIDE
COUCH
EVERETT
GLISAN
LOVEJOY
WASHINGTON
STARK
ALDER
MORRISON
YAMHILL
TAYLOR
SALMON
MAIN
MADISON
JEFFERSON
COLUMBIA
CLAY
MARKET
MONTGOMERY
HARRISON
LINCOLN HIGH SCH
CIVIC STADIUM
CATHEDRAL SCHOOL
PHYSICIANS & SURGEONS HOSP
CITY HALL
COURT HOUSE
STATE OFFICE BLDG
LIBRARY
POST OFFICE
MEMORIAL COLISEUM
UNION AVE
GRAND AVE
SANDY BLVD
HOLLADAY
LLOYD BLVD
(BANFIELD FREEWAY)
U.P. R.R.
SOUTHERN PACIFIC
East Portland
INTERSTATE AVE
WILLIAMS
VANCOUVER
FLINT
WEIDLER
HANCOCK
12TH
13TH
14TH
18TH
ST. FRANCIS OF ASSISI SCH

805

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OREGON

BUREAU OF PARKS
AND RECREATION
CHARLES JORDAN
COMMISSIONER
BILL OWENS
SUPERINTENDENT

409 S.W. NINTH
PORTLAND, OR 97205
503 248-4315

August 6, 1981

Ken Elliott
Co-President
Northwest District Association
817 NW 23rd Avenue
Portland OR 97210

Dear Mr. Elliott:

Thank you for your letter of July 30, requesting information concerning revenues generated by the I-405 corridor leases.

The Bureau of Facilities Management has the administrative responsibility for the leases and associated revenues. Consequently I am referring your letter to Mr. Allyn Staley, Manager of the Bureau, to give you the most up-to-date information on your questions 1-3.

In answer to question number 4, I recommend the following process:

1. NWDA should identify the project(s) and funding source in the Neighborhood Needs Reports;
2. The Parks Bureau would include the project(s) in its 1982-1987 Capital Improvement Program (CIP);
3. The Parks Bureau would include the project(s) in the appropriate annual budget request; the earliest possible would be 1982-83 to be submitted for budget office review in February 1982, with Council consideration occurring in April.

Sincerely,

William V. Owens

William V. Owens
Superintendent

RECEIVED
DOT DIRECTOR
AUG 10 '81
REFER TO
FOR

cc: Commissioner Jordan
Fred Klaboe
Ron Maynard
John Sewell
Judy Siegal
Allyn Staley
NWDA Parks & Recreation Committee

WVO/RNM/ml

#8050

Northwest District Association

Lets Plan for Livability

NWDA

RECEIVED
DOT DIRECTOR
JUL 31 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

July 30, 1981

Bill Owens, Superintendent
Portland Bureau of Park and Recreation
409 SW 9th Ave.
Portland, Oregon 97205

Dear Mr. Owens:

On March 28, 1981 the Oregon State Attorney General advised the Oregon Department of Transportation that monies collected by the City of Portland from the Highway Division right-of-way under the I-405 freeway could be used for recreational purposes outside the right-of-way in the Northwest neighborhood by agreement of the parties to the lease. Since 1974 this land has been leased by the City to various commercial users.

The Northwest District Association, along with the Bureau of Parks and Recreation, is actively pursuing proposals to use this money for recreational projects and is requesting the following information:

1) How much money has accrued from this city lease agreement to date?

2) In what fund is the money currently being held?

3) At what rate has interest accrued, and what is the total amount?

4) What is the procedure for the Northwest neighborhood to get the funds released for use of recreational purposes?

Sincerely,

Ken Elliott

Ken Elliott
Co-President Northwest District Association

KE/lad

cc: Commissioner Charles Jordan
NWDA Parks and Recreation Committe
Fred Klaboe, Director of the Oregon Dept. of Transportation

NWDA, the Community Organization for Northwest Portland, Inc.
817 Northwest 23rd Ave./Portland Oregon 97210

8050

L1

May 18, 1981

Fred Klaboe, Director
Oregon Dept. of Transportation
135 Transportation Building
Salem, Oregon 97310

Copy
LLG 8

Dear Mr. Klaboe:

The Park and Recreation Committee of the Northwest District Association is very excited with the Attorney General's opinion authorizing us to use the funds derived from the Highway Division right of way for recreation in the NW District.

We wish to express our appreciation to you for meeting with us to discuss the funds and your understanding of the neighborhood concerns with regards to placing recreational facilities under the freeway. Thank you for your efforts on behalf of the Northwest District Association.

Sincerely,
Winnie Francis, Peg Henwood
Mea McGill Ted Meece
Members of the NWDA Park and Recreation Committee

RECEIVED
STATE HWY ENGR
MAY 26 '81
REFER TO
FOR
Info Invest R/D D/R Sum Act File

DAVE FROHNMAYER
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-4400

March 23, 1981

RECEIVED
DOT DIRECTOR
MAR 24 '81
REFER TO
FOR
Info [illegible] [illegible] [illegible] Sign Act File

Mr. F. B. Klaboe, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Opinion Request OP-5116

Dear Mr. Klaboe:

This opinion is issued in answer to your question concerning whether authorization by the Highway Division of the Department of Transportation to the City of Portland, to spend income derived from Highway Division right of way leased to the city for recreational facilities outside of highway right of way, would conflict with Article IX, section 3a of the Oregon Constitution. We conclude that this use is provided for by the lease, and since it was a permissible use when the lease was executed before the 1980 amendment to Or Const Art IX, sec 3, there is no conflict.

Ballot Measure 1, submitted to the voters of the State of Oregon and passed on May 20, 1980, amended Art IX, sec 3 and created a new section 3a which eliminated park and recreational uses, except in specific instances not relevant to this opinion, for gasoline or vehicle tax revenue. Rental revenues from property purchased with constitutionally dedicated funds retain their constitutionally dedicated nature and must still be used only for the constitutionally authorized purposes. State ex rel Sprague v. Straub, 240 Or 272, 400 P2d 229, 401 P2d 29 (1965); see 35 Op Atty Gen 70 (1970); 34 Op Atty Gen 464 (1969).

Therefore, after the effective date of the amendment to Art IX, sec 3, under most situations, rental revenues from property purchased with funds dedicated for highway purposes cannot be used for construction or maintenance of any recreational facilities. However, this office has already concluded that there are exceptions for an "existing valid contract which requires the municipality, or the state, to use such funds for purposes which would not otherwise be allowed after the effective date of this Ballot Measure." 41 Op Atty Gen 18 (1980). There is such a valid existing contract in this instance.

Paragraph 6 of the lease agreement between the state and the City of Portland states:

> "City shall, upon execution of this lease, proceed to sublease portions of the property for private or public purposes in accordance with the uses permitted under this lease. All rents received from subleasing such portions of the property shall be used solely for the purposes of operating and maintaining the property or making improvements to the property, as may benefit the Northwest District of the City and serve the public purpose, or for such other uses as the parties may mutually agree." (Emphasis added.)

Except for the underlined portion of this paragraph there would be no conflict with Art IX, sec 3a, for the reasons stated above. However, since the City of Portland wishes to use these revenues for recreational facilities outside of the highway property leased to the city, the underlined language must be cited as the only authority for such use.

At first reading the underlined portion of the lease agreement seems merely an agreement to agree. It does not require or authorize any particular use of the sublease proceeds, nor does it require the state to agree to a use which the city may propose. No standards are created by the particular language which the state must follow in deciding whether to consent to a proposed use. Since parties may always consent to a change in their agreement, absent an intervening prohibition such as enactment of present Art IX, sec 3a, that paragraph has exactly the same effect as if the underlined words had been omitted.

However, reading the lease agreement as a whole, and considering the circumstances under which the agreement was reached, we conclude that the underlined words should be construed to have effect in accordance with the intention of the parties.

That intent was for the sublease revenues to be used to develop recreational facilities on the property, serving the Northwest Portland area. This is reflected in the following contract recital:

> "The City, with the cooperation of the State . . . has developed a land use proposal on a multiple use basis for the State-owned property under the west approaches to the Fremont Bridge . . . ."

That land use proposal specifically contemplated recreational use, including tennis courts, in order to ameliorate adverse effects which it was feared the bridge approaches would have on the immediate area and Northwest Portland.

It has now become apparent that it would be futile to construct recreational facilities on the leased property because of noise and air pollution problems. The parties are thus left with no means to carry out the contract intention, that is to use sublease proceeds for the recreational benefit of the Northwest Portland area, unless it is permissible to do so off the leased premises.

We accordingly find substantial evidence within the contract and the document referred to in it, that paragraph 6 should be construed to require use of sublease proceeds to improve the leased property for the recreational benefit of Northwest Portland, or, subject to the state's consent, to provide recreational benefits in another manner or at another location for Northwest Portland. The state's agreement or consent cannot be arbitrarily withheld. It was intended to allow the state to assure itself that the proposal would in fact carry out the parties' purposes. Thus if the state believes that recreational facilities can usefully be built on the leased property, it may decline to agree to their location elsewhere. But if it finds that the leased property is an inappropriate location, and the city's proposal would better carry out the original contract intent, it may and should consent.

The proposed use would therefore carry out a contract obligation created before the 1980 amendment to Art IX, sec 3, and the Department of Transportation may consent to it.

Very truly yours,

Dave Frohnmayer
Attorney General

DF:DKH:JAR:tlg

THE CITY OF
PORTLAND
OREGON

OFFICE OF
CITY ATTORNEY
CHRISTOPHER P. THOMAS
CITY ATTORNEY

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204
503/248-4047

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November 24, 1980

Mr. Fred Klaboe
Director of Transportation
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Please discuss 7

Re: Opinion Interpreting Lease Agreement
Between STate and City of Portland

Dear M. Klaboe:

I am requesting through you an opinion from the Oregon Attorney General's office interpreting a lease agreement between the State and City of Portland. The lease was executed January 30, 1974 and provides for the lease of State-owned property under the West approaches to the Fremont Bridge.

The City has been subleasing this property for parking purposes, in conformance with the lease, and presently desires to use the monies received to construct recreational facilities for the Northwest District neighborhood. Specifically, the City wishes to construct tennis courts in the Northwest District Area, in cooperation with the neighborhood, but not on the leased property due to air and noise pollution problems. The City feels that this proposal is in accordance with paragraph 6 of the lease which provides, in essence, that if the rents received from subleasing the property are not used to operate, maintain or improve the property the parties may agree to other uses for the proceeds. You indicate that it is the opinion of your office that these funds may not be used to construct recreational facilities off the leased property. You state that the reason for this is the 1979 amendment to the Oregon Constitution, Article 9, §3(a), which prohibits the use of gas tax money for recreational facilities.

Investigation into the interpretation of this lease was prompted by the neighborhood. This office disagrees with your interpretation. The rents received from subleasing the property to a private party does not constitute gas tax funds. This is a

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liberal and reasonable interpretation. Under the circumstances, I am asking that you request an Attorney General's opinion for the following questions.

1. Can the rents received from the City's sublease of State-owned property under the West approaches to the Fremont Bridge be used to construct recreational facilities other than under the bridge if the State and City so agree?

2. If the answer to question #1 is not affirmative, can the rental funds accrued prior to the effective date of the constitutional amendment be used for that purpose?

3. If the answer to either of the above questions is affirmative, will you define the geographic area within which the funds may be used to develop recreational facilities.

As you are aware, the present use of the property for vehicle storage is an appropriate use, and it is unreasonable to contemplate building recreational facilities in that area. In light of the Leland Report indicating the area's need for tennis courts, we hope that this matter can be resolved with the best interests of the residents of the area in mind.

Very truly yours,

Robert C. Irelan

RCI:djf
cc: Laurie Wall

1

STATE OF OREGON
Highway Division
External Audit Unit - 378-2878

Audit Report #98

INTEROFFICE MEMO

FILE: ACC 5-4

TO: Vernon E. Skoog
Controller

DATE: January 5, 1981

FROM: Dettmar W. Jones D.W. Jones
Staff Auditor

SUBJECT: Audit Report
City of Portland
I-405 Sub-leases

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RIGHT OF WAY ADMINISTRATION
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Introduction

Since my prior audit of this project in December, 1978, there has been considerable correspondence between City and OSHD culminating in a request from our Mr. Boyd in October, 1980, that we review the project for fiscal years 1979 and 1980.

On December 16, 1980 I met with City Property Management personnel to review their procedures and to verify their fiscal statement. Due to this audit scope and the fact that the project is non-participting in federal funds, the usual report format is not as well suited as this narrative format.

Analysis

City has continued the project operation with no significate change since June, 1978. Our audit file contains copies of the following documentation:

1. City standard format Lease Agreement.
2. List of leased properties in the project area.
3. Record of taxes paid on these projects to County.
4. Financial Management System (FMS) ADP printouts for 1979 receipts & expenditures.

These records are typical and along with complete supporting documentation in City files, which I examined, do confirm all figures reported in the fiscal statement.

Both the analysis and conclusion of the prior audit report continue to be relevant, though I will not repeat them at this point. The recommendation that interest earnings on the net receipts balance be credited to the project is still valid. However, City is correct in its contention that its FMS procedures realisticallly cannot segregate interest income from the General Fund allocable to project earnings. Conversely, City charges no administrative costs to the project, but rather to its Property Management overhead account. These 2 factors may compensate for one another reasonably at about 10% respectively.

CC F.B. Klaboe
For your informa'!
Re West Fremo..

Contains Recycled Materials

Conclusion

With 4 years remaining under the agreement between City and State, we find that the procedures and financial statements of the City fairly represent the project status. Mr. Bothman stated his position in January, 1979, as follows: "I am not sure that we want to assume the management of this type of a multiple use area and set that precedent of managing facilities which are directly related to City responsibilities, i.e. the land use and neighborhoods. My policy is to push as much of that effort to the local jurisdictions, whatever the case might be, and refrain from imposing state influence." To date the development of the project area as provided in Phase II of the agreement has not gone forward, nor has the state received maximum benefit from the project revenues.

I recommend no action at this time, with a continuation of present activities by both parties for perhaps the remaining contract period. By 1984, however, before extending it for another 10 years, we should re-state our basic premises to fix fuller responsibility with either the City or the State. The political considerations involved therein lie beyond the scope of an audit.

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Oregon State Highway Division

DWJ:cw

cc: J. B. Boyd
R. N. Bothman

650

L.

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F. B. KLABOE

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Park and Recreation Committee of the
Northwest District Association
817 N.W. 23rd
Portland, Oregon 97210

October 8, 1980

Mr. Fred Klaboe, Director of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The Park and Recreation Committee of the Northwest District has been researching use of the I-405 multiple use funds for recreation purposes within the neighborhood and has been meeting semi-monthly for five months. This committee is composed of neighborhood volunteers who are interested in improving parks and recreation potential for our area. It is our understanding that funds derived from leasing properties below the I-405 freeway ramps are currently available for recreation purposes in our neighborhood. Attachments to this letter as itemized below, describe the intent of the NWDA Recreation Committee, and our procedure thus far for implementation of the multiple use program. The first two paragraphs of attachment #2 describe further details about the committee's intentions.

The NWDA Recreation Committee and the Park Bureau tried to schedule a meeting with Mr. J.B. Boyd to discuss the matter. A meeting was originally scheduled for 9/24/80 as indicated in the last two attachments. Mr. Boyd declined to attend that meeting one day prior, and suggested that he could attend a meeting on 9/25. Five committee members had already left their jobs when Mr. Boyd cancelled this meeting. He phoned the Park Bureau on 9/25 at 3:40 p.m. to cancel the 4:00 p.m. meeting.

We would like to meet with you at your earliest convenience to discuss the use of the funds. Please call Laurie Wall, Park Bureau Planner at 248-4526 to schedule a meeting time. She can then notify the committee and provide for a conference room at the Portland Park Bureau.

Sincerely,

Peggy J. Harwood
George H. Wells
William B Cook jr

The Northwest District Recreation Committee

sw
Attachments:
1. 9/15/80 Letter to Bill Owens, Park Bureau Superintendent, from J.B. Boyd with attachments;
3/27/73 PPM 90-5
6/19/74 memo to Green from Schroeder.

2. 9/9/80 Letter to J.B. Boyd from Bill Owens with attachment; 8/22/80 memo to Laurie Wall, Park Bureau Planner from Robert Irelan, Deputy City Attorney.

3. 8/6/80 Letter to Laurie Wall from J.B. Boyd with attachment; 8/5/80 memo to J.B. Boyd from Milner Mead.

4. 7/24/80 Letter to Milner Mead from Laurie Wall.

5. 6/30/80 Letter to Milner Mead from Laurie Wall.

6. 1/30/80 State/City lease for subject property.

7. 6/79 "Recreation Program for the Northwest District, Portland, Oregon"

cc: Commissioner Schwab
J.B. Boyd
Bob Bothman
Bill Owens
Milner Mead
Bob Irelan
Laurie Wall
pc/ccf

ROW 12

RECEIVED
SEP 19 1980
PORTLAND PARKS
AND RECREATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 15, 1980

In Reply Refer to
File No.

Bill Owens
Acting Superintendent
Portland Park Bureau
409 S.W. Ninth Avenue
Portland, Oregon 97205

RE: File 36134
Fremont Interchange-Sunset
Interchange Section
Stadium Freeway
Multnomah County

Dear Mr. Owens:

I appreciate your position enumerated in your letter of September 9, 1980, and can well understand the program as you envision it. The problem, however, is as I indicated to Ms. Laurie Wall in my letter of August 6, that the agreement and its tenets must be adhered to. The inter-office memorandum from Mr. Robert C. Irelan, is not in accordance with our responsibilities and was only permissive at the time that the agreement was written. We have discussed this with Mr. Jack Sollis, Assistant Attorney General and Chief Counsel for the Department of Transportation, and he is in complete agreement with my letter of August 6, indicating that we are not able nor interested in revising the terms of our present agreement. I think that the alternatives that are open to us are as follows:

1. Use the rent revenue to develop the property as required by the lease.
2. Return properties to the State and cancel the lease.
3. Pay the accumulated rent revenue to the State, and we will determine what kind of a program is possible and execute it.

I would be willing to attend your meeting of Wednesday, September 24, 1980, if the above alternatives were being discussed, but I see nothing productive about my attending. The meeting as your program is envisioned is beyond what is possible.

Very truly yours,

JB Boyd

J. B. Boyd
Right of Way Manager

JBB:jh
cc: R. N. Bothman

Form 734-3122

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC AFFAIRS
MILDRED A. SCHWAB
COMMISSIONER

BUREAU OF PARKS AND
PUBLIC RECREATION
DOUGLAS W. BRIDGES
SUPERINTENDENT

409 S.W. NINTH AVENUE
PORTLAND, OREGON 97205

September 9, 1980

Mr. J.B. Boyd, Right of Way Manager
Department of Transportation, Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Boyd:

Thank you for your letter to Laurie Wall, Parks Planner, concerning multiple use of the right-of-way under the west end of the Fremont Bridge. Currently these properties are leased by the City under agreement with the State which has produced a significant amount of revenue available for development of recreational facilities.

Use of these funds is of prime concern to the Northwest District Association Recreation Committee. This committee is actively pursuing recreation opportunities in the neighborhood (the most dense residential population in the Pacific Northwest and park deficient by Park Bureau definition). Legal interpretation of an item in the lease between the City and the State was requested from the City Attorney's office. It is described in the attached memo and indicates that locating facilities other than under the freeway is possible. The Committee after lengthy study has adopted a "Recreation Program for the Northwest District" (Leland Economic Consultants) which was officially received by the City Council.

The Committee is actively seeking opportunities to implement its objectives, and the use of the generated funds is of prime concern.

Laurie Wall, Project Manager for utilization of funding derived from the highway multi-purpose program, has been working with the Recreation Committee for the last three months. The finding of the Committee, detailed below, has caused them to focus attention on the lease agreement between the City and the State. The attached memo is an opinion from the city attorney. It indicates that the lease was drawn with a view to allow these funds to be used for facilities other than under the freeway. The Committee has made the following findings:

1) Recreational facilities, particularly tennis courts, are one of the first priority recommendations of the Leland report (Northwest Portland has only one tennis court).

2) Locations under the freeway are inappropriate for outdoor tennis courts.

Seattle and Eugene have built tennis courts under freeway ramps; however, according to their Park Bureau staff, the tennis courts are rarely used.

due to air and noise pollution caused by overhead traffic. Furthermore, local businesses and Portland Development Commission report that recreational facilities and small landscaped areas under the Fremont Bridge's west approaches are used only occasionally.

3) The $150,000 accumulated to date is not an adequate amount for construction of indoor tennis courts. According to architectural consultants for tennis court facilities, Richard Gessford and Associates, indoor tennis court facilities are not cost-effective unless at least four tennis courts are contained in one building. The size of the blocks under the freeway would allow for only two courts per block (i.e. two courts per building). Even if space was available, such a facility would cost approximately $600,000. The subject funds are accumulated at a rate of $30,000 per year.

4) An appropriate method for utilization of funds should be employed as soon as possible, due to the urgent need for recreation facilities in the neighborhood. In short, locating indoor tennis courts under the Fremont Bridge would not be cost effective.

Attached to your letter a memo from Mr. Mead (8/5/80) cites in the third paragraph that the purpose of the multiple use project is to make a positive contribution toward enhancing the highway environment. He has indicated, the location of the facilities should be in the freeway corridor. The Committee understands these goals and does not see the benefit of replacing a functioning economically viable parking and storage facility with under utilized and excessively expensive tennis facilities. Neither will unused recreational facilities "reverse effects from recently completed freeway construction" as the intended effect that this memo indicates the State communicated to the F.H.A. in 6/74.

The Northwest District Association Recreation Committee, Laurie Wall, and I plan to meet on Wednesday September 24, 1980 at 11:00 a.m. in the Mayor's conference room #321, City Hall to discuss this issue. We appreciate your attention to this matter and invite you to attend.

Sincerely,

Bill Owens

Bill Owens
Acting Superintendent
Portland Park Bureau

BO/LW/sw
Attachment

cc: F.B. Klaboe
H.S. Coulter
E.S. Hunter
R.N. Bothman
J.L. Sollis
L.C. Grothaus
V.E. Skoog
Milner Mead

nc/ecf ✓

THE CITY OF
PORTLAND
OREGON

RECEIVED
AUG 26 1980
Parks Planning & Dev.

August 22, 1980

INTEROFFICE MEMORANDUM

OFFICE OF
CITY ATTORNEY
CHRISTOPHER P. THOMAS
CITY ATTORNEY
1220 S.W. FIFTH AVE
PORTLAND, OR 97204
503/248 4047

TO: Laurie Wall, Park Bureau Planner

FROM: Robert C. Irelan, Deputy City Attorney

RE: Lease Agreement for I-405 Property

You have asked for the interpretation of a particular paragraph of a lease agreement between the State of Oregon and the City whereby real property located under the Fremont Bridge owned by the State is leased to the City. The paragraph in question is No. 6 which reads in part:

> "All rents received from subleasing such portions of the property shall be used solely for the purposes of operating and maintaining the property or making improvements to the property, as may benefit the Northwest District of the City and serve the public purpose, or for such other uses as the parties may mutually agree."

You have inquired as to whether this clause permits the rents received by the City from subleasing the property to be used for purposes other than those which may benefit the Northwest District.

It is our opinion that the language "for such other uses" permits the revenues received from subleasing to be used for purposes other than those which may benefit the Northwest District so long as the City and the State can mutually agree as to that use.

RCI:ma

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
AUG 15 1980
Parks Planning & Dev.

August 6, 1980

In Reply Refer to
File No.:

Laurie Wall
Park Planner
Bureau of Parks &
Public Recreation
1107 S.W. Fourth Avenue
Portland, Oregon 97204

RE: File 36134, et al
Fremont Interchange-Sunset
Interchange Section
Multnomah County
Oregon Project I-405-8(32)303
(Multiple Use of Right-of-Way)

Dear Ms. Wall:

Mr. Milner Mead has indicated to me several conversations regarding the multiple use of right-of-way project under the west end of the Fremont Bridge. I am including as a courtesy, Mr. Mead's report to me, for your information.

It is the position of the Highway Division that the tenets of the agreement must be adhered to. The air space utilization is a direct function of the Highway Division. The multiple use project financed by the Interstate Program on this project was accomplished through the agreements that have been mentioned. The last constitutional amendment to the Constitution of the State of Oregon precluded as a general rule, this type of project in the future, and does not allow for any modification of this agreement.

We respect your questions and hopefully this letter will provide adequate answers. I am including a copy of a letter to Earl Bradfish, Director, Office of General Services, regarding accounting procedures.

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB:jh
enc.
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. N. Bothman
J. L. Sollis
L. C. Grothaus
V. E. Skoog
Earl Bradfish

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

TO: J. B. Boyd
Right of Way Manager

DATE: August 5, 1980

FROM: Milner M. Mead
Property Supervisor

SUBJECT: File 36134, et al
Fremont Interchange-Sunset
Interchange Section
Multnomah County
Oregon Project I-405-8(32)303
(Multiple Use of Right-of-Way)

CEIVED
AUG 18 1980
Parks Planning & Dev.

Pursuant to receiving the letter of June 30, 1980 from Laurie A. Wall, City of Portland, and subsequent telephone conversations with her, I have researched applicable Federal Regulations as they would pertain to the multiple use of right-of-way provided in the State's January 30, 1974, lease agreement with the City.

I found no provisions which would indicate initial Federal approval could ever have been secured for any improvements to be located outside of the freeway corridor. While Federal approval of the expenditure of revenues derived by the City from this lease is not the immediate issue, their earlier approval of and participation in the multiple use project for the West Fremont Bridge area would imply that we (the City and the State) should use any revenues from the project in accordance with the purpose and intent of the applicable Federal procedures.

Note, for instance, in Volume 7, Chapter 7, Section 8 (PPM 90-5) of the Federal-Aid Highway Program Manual (copy attached), that the purpose stated in Paragraph 1.b. relates to making "a positive contribution toward enhancement of the environment through which (highways) pass..."

Paragraph 1.c. talks of "making maximum utilization of the highway rights-of-way..." Throughout these procedures, references are made to use of the right-of-way, aesthetics, and making the highway conform to its environment. The lease agreement itself, in Recital 2, refers to "a land use proposal on a multiple use basis for the State-owned property under the west approaches to the Fremont Bridge."

Note in the attached copy of the State's June 19, 1974 transmittal to the Federal Highway Administration, pursuant to Paragraph 7.b. of the procedures, that we defined the project area as being "under the west approaches to the Fremont Bridge..." Further, that "Revenue derived by the City must, under the agreement, be used for operating, maintaining and developing the properties (described in the agreement) in such a way as to benefit the northwest district of the City."

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Purpose of the project was identified in the June 19, 1974 transmittal to FHWA as providing "some measure of visual amenity and open space (in the project area.)" On page 4, it says that "revenues derived from use of the parking and storage facility will be spent solely for the control, maintenance, and further development of the (project) area." in the Discussion of Environmental Impacts, it is further stated that "The project will be confined entirely within the existing right-of-way so that any effects on the surrounding environment will merely modify or will reverse effects resulting from recently completed freeway construction" (emphasis added.)

It appears that there is no alternative but to expect the expenditures of all City revenues derived from the State's January 30, 1974 lease to the City to be used as stated in Item No. 6, page 2, of that lease. The clause the City questions, "or for such other uses as the parties may mutually agree," has been interpreted to apply only to such other uses of the property, as the property was defined in Recital 2 of the lease.

As to the City's second question, renewal of the agreement for an additional ten years, there appears to be no doubt but that renewal will be automatic as long as the terms, conditions and purposes will have been met. To assure that all the conditions are being fulfilled, we should request that the City provide to the State periodic summary reports of income, expenses, and accummulated reserves.

By subsequent letter dated July 24, 1980, the City requested a written reply, together with a copy of the "Federal document providing for this type of program." The foregoing is submitted for your consideration and reply to the City.

MMM:jh
attach.

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC AFFAIRS
MILDRED A. SCHWAB
COMMISSIONER

BUREAU OF PARKS AND
PUBLIC RECREATION
DOUGLAS W. BRIDGES
SUPERINTENDENT

1107 S.W. FOURTH AVE.
PORTLAND, OR 97204
503/248-3580

July 24, 1980

Mr. Milner Mead
Property Management
State Transportation Building
Salem, Oregon 97310

Dear Mr. Mead:

You'll recall a letter from me dated 6/30/80 and subsequent phone calls regarding the I-405 freeway properties. I requested information concerning clarification of item number 6 of the lease agreement between the city and the state, and a description of the duration clause of the lease. I appreciate your research and verbal reply to these questions. In order to document and better understand the intent of the I-405 property circumstances, a written statement including this information and a copy of the federal document providing for this type of program is requested.

As you know, the Northwest District Association Recreation Committee is pursuing this subject, and background information that you can supply would be most helpful.

Sincerely,

Laurie Wall

Laurie Wall
Park Planner

LW.sw
pc/ccf ✓

THE CITY OF
PORTLAND
1851
OREGON

DEPARTMENT OF
PUBLIC AFFAIRS
MILDRED A. SCHWAB
COMMISSIONER

BUREAU OF PARKS AND
PUBLIC RECREATION
DOUGLAS W. BRIDGES
SUPERINTENDENT

409 S.W. NINTH AVENUE
PORTLAND, OREGON 97205

June 30, 1980

Mr. Milner M. Mead
Property Management
State Transportation Building
Salem, Oregon 97310

Dear Mr. Mead:

A lease agreement, copy attached, between the City and the State describes the conditions for which the I-405 Freeway properties can be used. As you'll recall from our recent phone conversation, I would like to have two issues clarified. The Northwest District Association Recreation Committee has requested use of the funds from the City's sub-leases for construction of recreation facilities. The properties for which the lease describes may not be the most desirable location for recreational facilities and the Recreation Committee may want to use the funds at another location within the neighborhood. This method would allow for the continuance of money accumulation since no subleasees would be displaced.

Item number 6 on page two of the lease indicates that the rents received by the City may be used "for such other uses as the parties may mutually agree." We understand this to mean that the funds from the rents can be used at another location that is agreed upon by all three parties for recreation purposes. Please obtain legal opinion for clarification on this portion of the lease.

Secondly, the terms of the lease describe that the duration of the agreement is for 10 years, to terminate on January 30, 1984 (item number one, page one). Is there any doubt that the same agreement will not be renewed for another ten years?

Thank you for your attention to this matter. I'll call you on Thursday for a verbal reply and would appreciate a written response subsequently.

Sincerely,

Laurie A. Wall

Laurie A. Wall
Park Planner

LW:lw

Attachment

cc: Joan Cassidy

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

POLICY AND PROCEDURE MEMORANDUM

Transmittal 290

90-5

March 27, 1973

JOINT DEVELOPMENT OF HIGHWAY CORRIDORS AND MULTIPLE USE OF ROADWAY PROPERTIES

Par.
1. Purpose
2. Authority
3. Definitions
4. Joint Development Reconnaissance
5. Joint Development Planning and Implementation of the Corridor Joint Development Plan Associated with a Federal-aid Project
6. Public Hearings
7. Procedural Requirements
8. Participation

1. PURPOSE

a. To describe the procedures to be followed in joint development planning activities related to new facilities on the Federal-aid systems within urbanized areas, and policies for Federal participation in the costs of such planning and of the implementation of the resulting joint development plan.

b. In executing the Federal-aid highway program one important objective is that to the extent possible and practicable highways, in addition to their basic purpose of fulfilling the important goal of improved transportation, should make a positive contribution toward enhancement of the environment through which they pass and assist communities in attainment of their stated goals and objectives.

c. Section 128, Title 23, United States Code, as amended, is a clear indication that highway planning can be used in the accomplishment of this purpose. In implementing this policy every encouragement should be given to making maximum utilization of the highway rights-of-way for both public and private development, provided there is no impairment to the full use and safety of the highway. To take full advantage of this policy and to attain the greatest benefit for the community, highway departments should encourage the greatest possible participation of local government agencies and the private sector. In many instances financial participation by other agencies of government or the private sector will be necessary.

2. AUTHORITY

a. United States Code, Title 23, Sections 109, 128, 134, 315.

b. Code of Federal Regulations, Title 23, Section 1.32, Policies, Procedures, Orders and Memorandums.

3. DEFINITIONS

a. The term "joint development" or "joint development project" means the set of actions taken in concert by a State highway department, other government agencies, private organizations, and individuals to prepare for and construct a new highway including those activities to develop, redevelop or adjust the land uses and local network of services affected by the new highway.

b. The term "joint development reconnaissance" means an activity during a highway location study which identifies, for each of the locations under study, the activities which should accompany highway department activities concerned with the new facility, and those development activities which probably could be coordinated with highway department processes to produce a cohesive and compatible relationship between the new highway and the communities it serves.

c. The term "joint development planning" means a survey or study jointly sponsored by the local governments, and participated in by the State highway department and others as may be required to: (1) describe the social and economic patterns, including utilities and community facilities providing service to the people of the area, which will be affected by the new highway facility; (2) analyze and evaluate these effects and develop recommendations concerning the desired patterns of land use and local services compatible and consistent with the proposed highway facility and other goals and objectives of the affected communities; and (3) create a financial plan and schedule of actions to be taken by the various entities involved to develop the desired patterns.

d. The term "corridor joint development plan" or "joint development plan" means the officially adopted end product of the joint development planning process. It, thus, includes a complete description of the desired pattern of land uses (including the highway improvement) and the network of local services, associated with a schedule of actions and fundings for which each of the involved entities are responsible.

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SEP 18 1980
Parks Planning & Dev.

e. The term "highway joint development corridor" or "highway corridor" means the general path of a proposed highway including the zone affected by the highway facility on a particular route location or the associated joint development activities. It thus bears a slightly different meaning than the more technical one intended in transportation planning.

f. The term "State highway department" refers either to the State agency concerned with Federal-aid highways or such agencies as it may designate to manage a particular project.

4. JOINT DEVELOPMENT RECONNAISSANCE

a. Section 109, Title 23, United States Code, requires that the Secretary of Transportation "shall not approve plans and specifications for proposed projects on any Federal-aid system if they fail to provide for a facility (1) that will adequately meet the existing and probably future traffic needs and conditions in a manner conducive to safety, durability, and economy of maintenance; (2) that will be designed and constructed in accordance with standards best suited to accomplish the foregoing objectives and to conform to the particular needs of each locality."

b. In addition, 23 U.S.C. 128(a), as amended, reads as follows:

> "Any State highway department which submits plans for a Federal-aid highway project involving the bypassing of, or going through, any city, town, or village, either incorporated or unincorporated, shall certify to the Secretary that it has had public hearings, or has afforded the opportunity for such hearings, and has considered the economic and social effects of such a location, its impact upon the environment, and its consistency with the goals and objectives of such urban planning as has been promulgated by the community."

The underscoring has been added for emphasis.

c. Joint development reconnaissance is a new tool wholly consistent with the requirements of 23 U.S.C. 109 and will provide the additional information necessary in the consideration called for by 23 U.S.C. 128(a), as amended. It will also further implement our long stated policy objective that the highway program, while providing increased mobility through new or improved facilities, should also to the maximum extent possible assist communities in the attainment of their other stated goals and objectives.

d. The purpose of joint development reconnaissance is threefold. First, it should serve to relate the proposed highway to other plans, programs and goals of the affected jurisdictions. Secondly, it should highlight the opportunities for cooperation and collaboration between the State highway department, and other public or private agencies in carrying out the development of the highway corridor as a coordinated public work. Finally, it should give a more explicit framework for the discussion of alternative route locations in relation to the locality's stated goals and objectives.

e. Joint development reconnaissance, therefore, is primarily oriented to the selection of a specific location for a proposed highway. A reconnaissance study is authorized and should be undertaken for those Federal-aid projects where the State highway department has been officially requested to undertake such work by an affected municipality or by the Federal Highway Administration (FHWA). Joint development reconnaissance is also authorized to be undertaken for other projects at the option of the highway department. It is expected that reconnaissance work will be performed concurrent with route location studies, and will be concluded in time for presentation to the public along with other results of the route location studies.

f. The joint development reconnaissance work should be done cooperatively with local governments and other recognized planning and resource organizations and groups representing the people of the affected areas. Wherever possible, these activities should utilize the existing cooperative arrangements established for the urban transportation planning process which is required by 23 U.S.C. 134. However, the exact form of organization used and the list of participants in the reconnaissance process should reflect local conditions, as the primary concerns considered in reconnaissance are local ones, not regional in nature.

g. Joint development reconnaissance work should be utilized as necessary for alternative route locations to provide:

(1) A collection and analysis of basic data describing the land uses, and broad characteristics of the jurisdictions, and their constituent neighborhoods, potentially affected by a highway.

(2) Description of the primary economic and social patterns, the local transportation and utility networks, and other services which would be interrupted by a highway.

(3) A listing of those actions needed to adjust and restore those interrupted patterns to an acceptable level, with a recommended assignment of responsibilities.

(4) A description of the development pressures apt to occur within the corridor following construction of a new highway facility, and their relationship to the locality's goals and objectives.

(5) An analysis suggesting how the plans and programs of local private groups and political jurisdictions might be beneficially combined with highway department activities to produce the desired development of the highway corridor.

h. Particular attention should be paid to the policies defining the land uses and types of development intended for the highway corridor. Typically, the improved accessibility provided by the new highway and the immediate environmental impact of the facility and its traffic combine to produce change in the value of adjacent land. At times, significant shifts in land uses occur, with detrimental effects on the locality, and impairment of the highway facility and its interchanges. The reconnaissance process should highlight the likelihood of varying degrees of change, and the opportunity to use local powers and resources to deliberately shape land uses in the corridor to accomplish local objectives. Such local programs as urban renewal, streets, sewers, water, other community services, and zoning should be examined to see if their powers or funding might be profitably aligned with State highway department actions to produce compatible corridor development consistent with local plans and objectives. The reconnaissance should indicate the desired development goals and suggested means to reach them for each of the alternative locations.

i. Joint development reconnaissance, as defined in paragraph 3 of this memorandum, is an integral part of route location studies and the costs thereof are eligible for Federal-aid reimbursement as part of preliminary engineering.

5. JOINT DEVELOPMENT PLANNING AND IMPLEMENTATION OF THE CORRIDOR JOINT DEVELOPMENT PLAN ASSOCIATED WITH A FEDERAL-AID PROJECT

a. Following route selection and approval, local jurisdictions should assume responsibility for preparation of a detailed corridor joint development plan. Joint development planning, when undertaken, would continue the relevant reconnaissance studies in greater detail, include additional studies as required, and conclude with official acceptance of the joint development plan by the local jurisdiction's governing body. The highway department is encouraged to participate fully in the process imaginatively using the available tools in the highway program to achieve compatibility between the highway and other corridor activities. Particularly important is the need to carry out highway design and construction activities in harmony with the joint development plan.

b. Federal-aid participation in the joint development planning process and the plan's implementation is allowable as a Federal-aid highway project cost as follows:

(1) Participation in the Planning Activities. Federal-aid funds may participate in expense related to joint development planning as defined in paragraph 3 of this memorandum to the extent that the information developed may be needed in making decisions concerning corridor developments related to the highway and in the design of the highway facility itself.

(2) Design of the Highway Facility.

(a) The primary structural element of a corridor development plan is necessarily the highway itself. Thus, corridor planning and highway design activities should be regarded as a single effort with the goal of having the total joint development plan make maximum contribution to the well-being of people in the corridor. The highway should, as part of the corridor plan, be so located and designed as to allow full benefits to be derived from the combined activities of all entities involved in the plan. There are a number of design variations which can be used to aid in the implementation of the corridor planning objectives. Many of these were examined in "The Freeway in the City," and are endorsed by FHWA.

(b) Such design features may be approved as part of normal PS&E approval upon a showing that the combined contribution to the objectives of the approved corridor plan or the social and economic benefits to the users of the roadway and the other components of the plan, justify the expenditure.

(c) Such design features as architectural treatment of highway components, use of extension of structure in place of embankment, adjustment of interchange ramp patterns to increase the usability of enclosed or adjacent lands, and provision of independent alignment for the roadway can be approved in that review. Major choices of the roadway configuration such as a shift from a conventional design on grade or viaduct to a depressed section or one of substantial elevation above ground level should be referred to the Office of Environmental Policy, Environmental Development Division.

(3) Development of Properties Acquired for the Highway. There are a number of ways in which rights-of-way can be used to serve the objectives of the approved joint development plan. Paragraphs 7 and 8 of this PPM outline allowable expenditures to provide for a variety of multiple uses of right-of-way properties. Through these means and others the corridor plan and its highway design should attempt to make full use of the right-of-way properties over, under and about the roadway itself and to integrate such use with the other aspects of the corridor development. These planned facilities and uses must conform to the rules established in PPM 80-10 to assure that there is no impairment to the construction, operations or maintenance of the highway facility which would affect its integrity or endanger the traveling public.

(4) Provision of Platforms for Utilization of Airspaces Above the Highway. The utilization of freeway airspaces should be encouraged within the highway corridor development plan. Federal-aid funds may participate in the highway-related costs of construction of platforms in the airspace above a highway when: (a) the use of such space is an integral part of the total corridor joint development and can be generally supported on the basis of the intensity of the land use in the corridor, (b) the public use or tax benefits to the locality, or the advantages to the highway program of the selected route location over alternative locations; and (c) the proposed facility complies with the rules established in PPM 80-10 to protect the highway and its users. The use of Federal-aid highway funds may be justified when further participation in the costs of providing a platform is required to allow action by another entity in implementation of the corridor plan, and it is the Federal Highway Administrator's finding (a) that the proposed joint development project is necessary to conform the highway to the particular needs of the locality; or (b) that a joint development project is the most reasonable means of minimizing the impact of the highway upon the environment.

6. PUBLIC HEARINGS

The material developed under Joint Development Reconnaissance activities or Joint Development Planning for a highway corridor should be presented in public hearings as appropriate and as provided for in PPM 20-8, "Public Hearings and Location Approval." It is also recommended that the State highway department correlate its presentations with those made by local jurisdictions as may be required by the laws of the locality for their parts in a corridor plan.

7. PROCEDURAL REQUIREMENTS

These requirements apply to all multiple uses of highway rights-of-way, regardless of the extent of Federal-aid highway fund participation in the multiple use.

a. Proposals for multiple use shall be in the public interest as determined by the local governing body and the State highway department. Such use must be in conformance with an officially approved comprehensive land use plan for an area within which the proposed multiple use is an integral part.

b. Proposals for multiple use shall include documentation of the extent to which environmental factors affected by the proposed use have been considered.

c. Any multiple use of the highway right-of-way will require the execution of an agreement between the using party and the State highway department, and approval of the FHWA. If subsequently such usage can be changed for other purposes, the condition under which such usage will be permitted is also subject to the provisions of this PPM. Where conveyance documents are used, such documents shall include restrictive covenants which describe or otherwise limit the type of development and make the plans for development subject to the joint approval of the State highway department and local governing body.

d. Maintenance and policing of multiple use facilities included within Federal-aid projects will be considered in the same category as maintenance of all the other project features, and the State highway department's responsibility for maintenance will be extended to cover all such items. However, the State highway department may make contractual arrangements with the local unit of government or the sponsor of the multiple use to maintain and police facilities constructed under the provisions of this memorandum or to share this responsibility.

8. PARTICIPATION

a. Feasibility Studies. Feasibility studies may be undertaken to evaluate and develop recommendations concerning the optimum joint development and multiple usages of land involving the highway right-of-way. These studies are considered as preliminary engineering and may be financed accordingly.

b. Right-of-Way. PPM 80-1 authorizes the acquisition of whole parcels or portions of the remainders to a logical barrier or boundary, such as a street, under the conditions stated therein. The areas thus acquired which are not specifically required for the safety, maintenance and operation of the highway may be devoted to either public or private uses.

c. Construction

(1) It is considered appropriate to use Federal highway funds in the financing of the following types of work in the achievement of such objectives subject to the conditions which are subsequently discussed herein on the premise that work needed to make the highway conform to its environment in a reasonable manner is a part of the basic highway cost.

(2) The items described by the following numbered paragraphs (a) through (d) inclusive may be approved by the Regional Federal Highway Administrator or by the Division Engineer upon redelegation of the necessary authority. The item described in numbered paragraph (e) should be referred to the FHWA for prior review and concurrence.

(a) The construction of mini-parks, including minimum facilities such as walks or other paved areas, benches, sandboxes and the like, where this type of facility can be provided on right-of-way parcel remnants or other portions of right-of-way acquired for highway purposes but which may not be needed for operational purposes.

(b) Site preparation for recreational facilities, such as basketball or handball courts, play areas, tennis courts, etc. Site preparations may include the necessary grading and drainage facilities and, where necessary because of safety or aesthetics, the provision of minimum hard surfacing, lighting, fencing and landscaping on land areas of the type described in paragraph 8c(2)(a).

(c) Lighting, fencing, curbing, landscaping, false ceilings and a minimum type of hard surfacing on areas under a viaduct when safety or aesthetic considerations are involved and to prevent the area from becoming a public nuisance.

(d) Increased span length for structures or modifications or variation of structures or highway cross section where such would promote and encourage desirable public and/or private uses of land areas beneath, over, and adjacent to the highway.

(e) The use of structure instead of embankment where the same would be more conducive to development of the land space beneath the structure, improve local traffic circulation, provide for better public services, or be more aesthetically pleasing.

d. Requirements. The following conditions shall be met prior to the approval of the financing of any work described above with Federal highway funds.

(1) The work proposed must be part of a comprehensive plan approved by the Division Engineer for a substantial section of the route on which the project is located. This plan must be developed by the State in cooperation with the responsible interested local or other agencies of government. A comprehensive plan developed in accordance with the provisions of this PPM is desirable.

(2) All facilities constructed with Federal funds must be located on the highway right-of-way.

R. R. Bartelsmeyer

R. R. Bartelsmeyer
Acting Federal Highway Administrator

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
September 16, 1974

RECEIVED
STATE HWY ENGR
SEP 17 '74
REFER TO
FOR
Info | Hayes | R/D | DIR | Sign | Act | File

SUBJECT: WEST FREMONT & EAST FREMONT MULTIPLE USE PROJECTS

FROM: R. N. BOTHMAN
Metropolitan Engineer

TO: FRED KLABOE
State Highway Engineer

The initial work on a multiple use project for the West Fremont was finalized in a report dated in 1969, The next four years were spent in working out agreements between the State, the City, and PDC for operations of a multiple use area.

A contract was let last month under direction of the Highway Division for construction of the West Fremont Multiple Use Project. This project provides for use of approximately 50% for walks, bicycle landscaping and public areas.

Because of the complexities of working with the City, PDC, and persons to lease the property, work has not started on the East Fremont pending completion of the West Fremont. I plan to initiate an agreement and proceed with development of the property under the East Fremont Interchange this fall.

We do have some rather "grandiose" ideas for the West Fremont, which visualizes a stage construction of public use facilities including indoor tennis cours, utilizing the income from the property which is excess to the operating cost.

I plan to initiate a program under the East Fremont similar to the West Fremont, although we have considerably different terrain and circumstances at that location. We do have several potential lessees for the properties including the Portland school board.

I should point out that Portland noise levels are high at both of these locations and the use as a park area would be definitely questionable. As an example we learned in our earlier reports on the West Fremont that outdoor tennis would not be possible due to the noise levels and the fact that "tennis players apparently need to hear the ball bounce."

Actually, my experience under the West Fremont indicates you can't clearly hear persons talking to you at more than about five to ten feet due to the noise levels.

In summary, we are well under way developing areas under both these bridge interchanges which will provide some land for park-like use. The project under the West Fremont should be completed next summer.

pq

[illegible] PORTLAND, OREGON 97210

Telephones: (Day or Night) 227-5694 • Mobile: YL8-6300

Not Too bad. huh.
Ron
Schmidt

August 19,1974

Dear Ron:

A proposal for two new state parks: Fremont East and Fremont West.

These to be located under the approaches to the Fremont Bridge and to be low budget tennis courts etc. Even badminton or table tennis.

The land is there, the overhead is waterproofed, parking is ample.

Particularily on the west side there are no nearby recreational facilities.

Anyone interested in furthering?

HUGH S. ACKROYD.

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REFER TO

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STATE HWY ENGR
SEP 4 '74
REFER TO

MEMBER AMERICAN SOCIETY OF MAGAZINE PHOTOGRAPHERS

*8050

ROW 12

L.

September 15, 1980

Bill Owens
Acting Superintendent
Portland Park Bureau
409 S.W. Ninth Avenue
Portland, Oregon 97205

RE: File 36134
Fremont Interchange-Sunset Interchange Section
Stadium Freeway
Multnomah County

Dear Mr. Owens:

I appreciate your position enumerated in your letter of September 9, 1980, and can well understand the program as you envision it. The problem, however, is as I indicated to Ms. Laurie Wall in my letter of August 6, that the agreement and its tenets must be adhered to. The inter-office memorandum from Mr. Robert C. Irelan, is not in accordance with our responsibilities and was only permissive at the time that the agreement was written. We have discussed this with Mr. Jack Sollis, Assistant Attorney General and Chief Counsel for the Department of Transportation, and he is in complete agreement with my letter of August 6, indicating that we are not able nor interested in revising the terms of our present agreement. I think that the alternatives that are open to us are as follows:

1. Use the rent revenue to develop the property as required by the lease.
2. Return properties to the State and cancel the lease.
3. Pay the accumulated rent revenue to the State, and we will determine what kind of a program is possible and execute it.

I would be willing to attend your meeting of Wednesday, September 24, 1980, if the above alternatives were being discussed, but I see nothing productive about my attending. The meeting as your program is envisioned is beyond what is possible.

Very truly yours,

J. B. Boyd
Right of Way Manager

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SEP 18 '80
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FOR

Info	Inves	R/D	D/R	Sign	Act	File

JBB:jh
cc: R. N. Bothman
bc: F. B. Klaboe　E. S. Hunter　L. C. Grothaus　V. E. Skoog
H. S. Coulter　J. L. Sollis　Milner Mead

-#8050

L.

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC AFFAIRS
MILDRED A. SCHWAB
COMMISSIONER

BUREAU OF PARKS AND
PUBLIC RECREATION
DOUGLAS W. BRIDGES
SUPERINTENDENT

409 S.W. NINTH AVENUE
PORTLAND, OREGON 97205

September 9, 1980

Mr. J.B. Boyd, Right of Way Manager
Department of Transportation, Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Boyd:

Thank you for your letter to Laurie Wall, Parks Planner, concerning multiple use of the right-of-way under the west end of the Fremont Bridge. Currently these properties are leased by the City under agreement with the State which has produced a significant amount of revenue available for development of recreational facilities.

Use of these funds is of prime concern to the Northwest District Association Recreation Committee. This committee is actively pursuing recreation opportunities in the neighborhood (the most dense residential population in the Pacific Northwest and park deficient by Park Bureau definition). Legal interpretation of an item in the lease between the City and the State was requested from the City Attorney's office. It is described in the attached memo and indicates that locating facilities other than under the freeway is possible. The Committee after lengthy study has adopted a "Recreation Program for the Northwest District" (Leland Economic Consultants) which was officially received by the City Council.

The Committee is actively seeking opportunities to implement its objectives, and the use of the generated funds is of prime concern.

Laurie Wall, Project Manager for utilization of funding derived from the highway multi-purpose program, has been working with the Recreation Committee for the last three months. The finding of the Committee, detailed below, has caused them to focus attention on the lease agreement between the City and the State. The attached memo is an opinion from the city attorney. It indicates that the lease was drawn with a view to allow these funds to be used for facilities other than under the freeway. The Committee has made the following findings:

1) Recreational facilities, particularly tennis courts, are one of the first priority recommendations of the Leland report (Northwest Portland has only one tennis court).

2) Locations under the freeway are inappropriate for outdoor tennis courts.

Seattle and Eugene have built tennis courts under freeway ramps; however, according to their Park Bureau staff, the tennis courts are rarely used.

NOTED
F. B. KLABOE

due to air and noise pollution caused by overhead traffic. Furthermore, local businesses and Portland Development Commission report that recreational facilities and small landscaped areas under the Fremont Bridge's west approaches are used only occasionally.

3) The $150,000 accumulated to date is not an adequate amount for construction of indoor tennis courts. According to architectural consultants for tennis court facilities, Richard Gessford and Associates, indoor tennis court facilities are not cost-effective unless at least four tennis courts are contained in one building. The size of the blocks under the freeway would allow for only two courts per block (i.e. two courts per building). Even if space was available, such a facility would cost approximately $600,000. The subject funds are accumulated at a rate of $30,000 per year.

4) An appropriate method for utilization of funds should be employed as soon as possible, due to the urgent need for recreation facilities in the neighborhood. In short, locating indoor tennis courts under the Fremont Bridge would not be cost effective.

Attached to your letter a memo from Mr. Mead (8/5/80) cites in the third paragraph that the purpose of the multiple use project is to make a positive contribution toward enhancing the highway environment. He has indicated, the location of the facilities should be in the freeway corridor. The Committee understands these goals and does not see the benefit of replacing a functioning economically viable parking and storage facility with under utilized and excessively expensive tennis facilities. Neither will unused recreational facilities "reverse effects from recently completed freeway construction" as the intended effect that this memo indicates the State communicated to the F.H.A. in 6/74.

The Northwest District Association Recreation Committee, Laurie Wall, and I plan to meet on Wednesday September 24, 1980 at 11:00 a.m. in the Mayor's conference room #321, City Hall to discuss this issue. We appreciate your attention to this matter and invite you to attend.

Sincerely,

Bill Owens
Acting Superintendent
Portland Park Bureau

BO/LW/sw
Attachment

cc: F.B. Klaboe ✓
H.S. Coulter
E.S. Hunter
R.N. Bothman
J.L. Sollis
L.C. Grothaus
V.E. Skoog
Milner Mead

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FOR

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AUG 26 1980
Parks Planning & Dev.

THE CITY OF
PORTLAND
OREGON

August 22, 1980

INTEROFFICE MEMORANDUM

OFFICE OF
CITY ATTORNEY
CHRISTOPHER P. THOMAS
CITY ATTORNEY

1220 S.W. FIFTH AVE.
PORTLAND, OR 97204
503/248 4047

TO: Laurie Wall, Park Bureau Planner

FROM: Robert C. Irelan, Deputy City Attorney

RE: Lease Agreement for I-405 Property

You have asked for the interpretation of a particular paragraph of a lease agreement between the State of Oregon and the City whereby real property located under the Fremont Bridge owned by the State is leased to the City. The paragraph in question is No. 6 which reads in part:

> "All rents received from subleasing such portions of the property shall be used solely for the purposes of operating and maintaining the property or making improvements to the property, as may benefit the Northwest District of the City and serve the public purpose, or for such other uses as the parties may mutually agree."

You have inquired as to whether this clause permits the rents received by the City from subleasing the property to be used for purposes other than those which may benefit the Northwest District.

It is our opinion that the language "for such other uses" permits the revenues received from subleasing to be used for purposes other than those which may benefit the Northwest District so long as the City and the State can mutually agree as to that use.

RCI:ma

#9550

ROW 12

L.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 6, 1980

In Reply Refer to
File No.:

Earl Bradfish, Director
Office of General Services
City of Portland
Room 400 - 1220 S.W. 5th Avenue
Portland, Oregon 97204

RE: File 36134, et al
Fremont Interchange-Sunset
Interchange Section
Multnomah County
Oregon Project I-405-8(32)303
(Multiple Use of Right-of-Way)

Dear Earl:

On January 29, 1979, I wrote you a letter regarding the above subject lease. It is our request that a yearly accounting report be sent to me indicating that all the conditions of that lease are being fulfilled. The City should provide to the State periodic (yearly minimum) summary reports of income, expenses, and accummulated reserves. This report should indicate the interest accruing to the accummulated reserves.

Very truly yours,

Bruce

J. B. Boyd
Right of Way Manager

JBB:jh

cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. N. Bothman
Jack Sollis
L. C. Grothaus
Vern Skoog
Laurie Wall

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STATE HWY ENGR
AUG 6 '80
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FOR

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Form 734-3122

#9050

L.

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

August 6, 1980

Laurie Wall
Park Planner
Bureau of Parks &
Public Recreation
1107 S.W. Fourth Avenue
Portland, Oregon 97204

RE: File 36134, et al
Fremont Interchange-Sunset
Interchange Section
Multnomah County
Oregon Project I-405-8(32)303
(Multiple Use of Right-of-Way)

Dear Ms. Wall:

Mr. Milner Mead has indicated to me several conversations regarding the multiple use of right-of-way project under the west end of the Fremont Bridge. I am including as a courtesy, Mr. Mead's report to me, for your information.

It is the position of the Highway Division that the tenets of the agreement must be adhered to. The air space utilization is a direct function of the Highway Division. The multiple use project financed by the Interstate Program on this project was accomplished through the agreements that have been mentioned. The last constitutional amendment to the Constitution of the State of Oregon precluded as a general rule, this type of project in the future, and does not allow for any modification of this agreement.

We respect your questions and hopefully this letter will provide adequate answers. I am including a copy of a letter to Earl Bradfish, Director, Office of General Services, regarding accounting procedures.

Very truly yours,

J. B. Boyd

J. B. Boyd
Right of Way Manager

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STATE HWY ENGR
AUG 6 '80
REFER TO

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Info	Inves	R/D	D/R	Sign	Act	File

JBB:jh
enc.
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. N. Bothman
J. L. Sollis
L. C. Grothaus
V. E. Skoog
Earl Bradfish

Form 734-3122

8050

#8050 L.

December 3, 1979

Airspace lease - E. Fremont Interchange File 35712

SEE: ROW 10-2 - Sp.

8050 2

STATE OF OREGON

INTEROFFICE MEMO

TO: VERN SKOOG
Manager, Highway Accounting

DATE: June 19, 1978

FROM: ROBERT N. BOTHMAN
Administrator
Robert N. Bothman

SUBJECT: West Fremont Interchange
Multiple Use Agreement

(File 36134 [illegible]

I concur with Bruce Boyd's recommendation that an audit be made of the funds collected by the city of Portland under the subject agreement.

The initial agreement was made after considerable negotiation.

The city initially requested to utilize the surplus funds throughout northwest Portland. However, the agreement specifically states that all the funds shall be expended within the project. This should be audited.

The intent was that there would be a surplus of funds from the collection of rent over the cost of maintenance. Approximately 50 percent of the area is under rental and 50 percent is under landscape. The surplus monies collected in approximately 5 years would be sufficient to proceed with the second phase of the joint use development which provides for construction of indoor tennis courts.

Since the 5 years are nearly up since the completion of the project, I would assume that monies have been collected in excess of that required for maintenance sufficient to initiate work on the second phase of this project.

An audit is needed to substantiate the rents which have been collected, the monies which have been expended for maintenance and the balance.

lh

cc: F. B. Klaboe
J. B. Boyd
E. L. Hardt

F. B. KLABOE

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JUN 20 '78
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FOR
Info | Inves | R/D | D/R | Sign | Act | File

#8050 9

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #8050

Salem, Oregon

September 6, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: West Fremont Mini-Parks
Contract No. 8050
Price Agreement No. 8

TO: Marion Craft
Region Construction Engineer

In response to the August 5 letter to you from Paul Brothers which you forwarded with a note, I doubt that much could be accomplished by any additional meeting among ourselves, or even with the contractor. I simply cannot agree with the contractor's argument and for two basic reasons:

1. We do, in fact, have a signed price agreement. We entered into it in good faith. When it was submitted, it contained no disclaimers of any kind that it did not mean what it said. There has been no showing that any error was made on either side in arriving at the price agreement unlike some situations where we might as a matter of equity allow a renegotiation on prices or quantities in a P.A. This is not that kind of problem. I am strongly opposed to now somehow nullifying this price agreement. This would be a dangerous and very undesirable precedent. It has no place in public contracting.

2. We also cannot accept the contractor's allegation that A.S.N.S. specifications should supersede any other specifications. The height of tree was clearly called out on the plans and the plans take precedence over standard specifications. As has already been pointed out, standard specification 783.02 substantiates this when it says, "subject to variations in size and measurement as called for by the plans or special provisions."

In discussing this with Tom Savage, I find that if the plans were being drawn up today, the sizing would be indicated differently and consistent with the nurseryman's standards. This does not mean, however, that the plan we had was in error, or is defective. The plan calls for trees 12 to 14 feet in height and that is a pretty straightforward and understandable statement. Gary Arnold's May 29, 1975 letter to Resident Engineer Nelson would indicate the contractor understood it that way then.

I think this is a hindsight claim and I would not sanction any payment on it unless a court told us to. It would even be a waste of the Claim Review Board's time, but if the contractor insisted on a review, we would probably have to do so.

JAB:fr

cc: H. S. Coulter

RECEIVED
STATE HWY ENGR
SEP 6 '77
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

8050

March 23, 1977

The American Insurance Co.
921 S.W. Washington St.
Portland, OR 97205

Attention: Fidelity & Surety Department

Gentlemen:

On March 18, 1977, we wrote to you concerning release of final payment on Contract No. 8050 awarded to Paul Bros., Inc., Clifford H. Paul and Richard J. Paul, for work on the West Fremont Interchange Section of the Stadium Freeway in Multnomah County.

Final payment on this contract is $10,784.21 and the total contract amount is $927,276.61 including $4,271.39 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Paul Bros., Inc., Clifford H. Paul
and Richard J. Paul
29 N.E. 148th Ave.
Portland, OR 97230

Oregon Bank
Midland Branch
620 S.E. 122nd Ave.
Portland, OR 97223
Attention: Mr. Lewis Heimbigner

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region 1 Engineer

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: March 16, 1977

FROM: R D Church for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8050, Work Completed 11/30/75

Project W. Fremont Intchge.

Highway Stadium Freeway

Count(y)(ies) Multnomah

Type of Work Roadside Improvement & Mini-Parks

Contractor Paul Bros., Inc., Cliff H. Paul & R. J. Paul

Recommended Acceptance Date 3/16/77

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: E. S. Hunter
~~W. J. Hart~~
R. W. Ellison
R. D. Church

RECEIVED
STATE HWY ENGR
MAR 17 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 3-17-77

Letter sent to surety on 3/18/77.

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	F Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-81		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1		Project Number I-405-8(32)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 13, 19 74, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,023,873	$ 1,042,000
Federal funds	$ 944,727	$ 961,453
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of February, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Deputy State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon February 10, 1977

Federal Aid Project
No. I-405-8(32)303

West Fremont Interchange Section

Stadium Freeway In Multnomah County

Revised Project Agreement Estimate.

Type Code Y021
Mini-Park (Sta. "FB 3" 367+20 to Sta. 399+20)

Subtotal on previous estimate of August 7, 1974	$ 930,794.00
Engineering	111,206.00
TOTAL	$1,042,000.00

Length of Project - - - - - - - - - - - - - - - 0.0 mile

Federal Funds - - - - - - - - - - - - - - - - - -	$ 961,453.00
State Funds - - - - - - - - - - - - - - - - - - -	80,547.00
TOTAL	$1,042,000.00

Group 1 - 100%
Contract No. 8050
Prefix: 626-1020

8050. STATE COPY 8

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 8-53	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 8-13-74	STATE Oregon
		COUNTY Multnomah
PROJECT REPORT NO. 3		PROJECT NO. I-405-8(32)303

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-405, West Fremont Interchange (Portland)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	6-25-74	0.00
OTHER *(Specify)*		

FUNDS Pro-rata 92.27%

ESTIMATED TOTAL COST OF PROJECT $ 1,023,873	FEDERAL FUNDS $ 944,727

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G K Hossner for
(Division Engineer)
G. L. Green

Date executed by Division Engineer AUG 13 1974

Form PR-2 (Rev. 9-73) PAGE 1 Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid Project
No. I-405-8(32)303

WEST FREMONT INTERCHANGE SECTION

Stadium Freeway in Multnomah County

Salem, Oregon, August 7, 1974

Project Agreement Estimate.

Type Code Y021
Mini-Park (Sta. "FB3" 367 + 20 to Sta. 399 + 20)

Mobilization	All Required		$ 85,500.00
Temporary Protection and Direction of Traffic	All Required		8,220.00
Temporary Signs	600 sq.ft.	8.20	4,920.00
Temporary Barricades	24 only	41.00	984.00
Flagmen	100 Hour	13.70	1,370.00
Removal of Building	All Required		3,000.00
Removal of Curbs	4,700 lin.ft.	1.05	4,935.00
Removal of Pavement	1,250 sq.yd.	1.70	2,125.00
Removal of Walks and Driveways	6,700 sq.yd.	1.70	11,390.00
General Excavation	5,800 cu.yd.	3.00	17,400.00
Furnishing and Placing Topsoil	5,000 cu.yd.	4.45	22,250.00
1"-0 Aggregate Base	9,000 ton	6.35	57,150.00
Class "C" Asphalt Concrete Mixture	3,300 ton	11.50	37,950.00
Asphalt Cement in Mixture	220 ton	78.00	17,160.00
Concrete Planter Boxes	All Required		34,658.00
Type CL-6 Chain Link Fence W/Redwood Slats	7,400 lin.ft.	8.80	65,120.00
18-foot Sliding Gates	10 only	529.00	5,290.00
20-foot Sliding Gates	15 only	706.00	10,590.00
Concrete Walks	17,000 sq.yd.	6.80	115,600.00
Concrete Driveways	900 sq.yd.	11.30	10,170.00
Exposed Aggregate Concrete Walks	150 sq.yd.	11.00	1,650.00
Cobblestone Pattern Concrete Walks	1,600 sq.yd.	13.00	20,800.00
Concrete Mowing Strips	1,050 sq.yd.	2.00	2,100.00
Concrete Steps	All Required		2,600.00
Bicycle Ramps	54 only	75.00	4,050.00
Concrete Curbs	7,000 lin.ft.	3.00	21,000.00
Concrete Islands	90 cu.yd.	109.00	9,810.00
Concrete Bumper Logs	1,000 only	15.00	15,000.00
Adjusting Manholes	16 only	125.00	2,000.00
Adjusting Inlets	16 only	190.00	3,040.00
Picnic Tables	8 only	790.00	6,320.00
Bench	15 only	480.00	7,200.00
Drinking Fountain	5 only	480.00	2,400.00
Litter Receptacles	12 only	240.00	2,880.00
Furnishing and Planting Trees	310 only	20.00	6,200.00

Furnishing and Planting Shrubs	6,200 only	3.50	21,700.00
Furnishing and Planting Vines	17,000 only	0.35	5,950.00
Bark Mulch	130 unit	47.00	6,110.00
Sod Lawn	All Required		10,224.00
Irrigation System	All Required		86,000.00
Pole Foundations	All Required		13,412.00
Lighting Poles	All Required		46,000.00
Luminaires and Ballasts	All Required		25,000.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		74,000.00
Column Protectors (2"x4" W/Stain)	18 MFB	512.00	9,216.00
			$ 920,444.00

Additional Items

Temporary Erosion Control	All Required	100.00
On-The-Job Trainees (1@ $800)		800.00
Install Water Meters	All Required	7,050.00
Furnish Water Meters	All Required	2,400.00
		$ 10,350.00
	Subtotal	$ 930,794.00
	Engineering	93,079.00
	Total	1,023,873.00

Length of Roadway	0.0 miles
Federal Funds	$ 944,727.00
State Funds	79,146.00
Total	$ 1,023,873.00

Group 1 100%

Contract No. 8050

Prefix: 626-1020

8050

January 26, 1977

1549-5

Mr. Harold D. Hand
Chief, Real Estate
Department of Development
and Civic Promotion
1700 SW Fourth Avenue
Portland, OR 97201

Dear Mr. Hand:

We have reviewed your request for leasing property within the I-405 freeway corridor to a tenant proposing to lease parking spaces on a month-to-month basis.

We concur that this type of arrangement does not come within the purview of the covenant expressed in Section 19 of our January 30, 1974 agreement.

Sincerely,

H. S. Coulter
State Highway Engineer

RLS:ab

bc E. S. Hunter
R. L. Schroeder
J. L. Sollis
J. B. Boyd

DEPARTMENT OF JUSTICE

Memorandum

TO: R. L. Schroeder
Assistant State Highway Engineer

DATE: January 25, 1977

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Lease Agreement City of Portland
Misc. Contract No. 4898
I-405 Freeway Corridor

I have reviewed the agreement referred to in the January 18, 1977 letter from Mr. Harold D. Hand, Chief of the Real Estate Section for the Department of Development and Civic Promotion of the Portland Development Commission.

I have also read the contract and it is my interpretation of the language contained in section 19 of the contract that the intent was that the city should not allow a lessee to sublease all or substantially all of the property and thus not have any control over it. I do not feel that the leasing of a part of the property by a lessee for parking space to customers would be the type of activity that would be prohibited by the agreement and feel that this type of operation would be allowable.

JLS:sb;hg

RECEIVED

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
DEVELOPMENT AND
CIVIC PROMOTION

PORTLAND
DEVELOPMENT
COMMISSION

Robert Ames, Chrmn.
Louis Scherzer
Bob Walsh
Dennis Lindsay
Allison Logan Belcher

J. David Hunt
Executive Director

1700 S.W. Fourth Avenue
Portland, Oregon 97201
(503) 224-4800

January 18, 1977

Mr. H. S. Coulter
State Highway Engineer
Department of Transportation
129 Transportation Building
Salem, Oregon 97310

Re: Lease Agreement Between State of Oregon
and City of Portland - I-405 Freeway Corridor

Dear Mr. Coulter:

The lease agreement between the State and the City of Portland on the I-405 freeway corridor dated January 30, 1974, provides that the City may sublease the property for certain uses and specifically excludes the rights of such subtenants to further assign or sublease. We understand and concur in the reasoning of that covenant.

We have now been approached by a prospective tenant to use the property for surface storage of automobiles. Such tenant would rent the leased space to customers and employees on a month-to-month basis. I have also had a verbal inquiry from a major parking lot operation to lease property on a similar basis.

It is hoped that you will share in our position that such arrangement would not come within the purview of that covenant.

Your concurrence and immediate response would be appreciated.

Respectfully,

Harold D. Hand
Chief, Real Estate

HDH:dl
Enclosure

RECEIVED
JAN 19 1977
Office of
Assistant State Highway [illegible]

RECEIVED
STATE HWY ENGR
JAN 19 '77
REFER TO
FOR

Info	Inves	R/D	D&R	Sign	Act	File
		✓				

8050

5054

Files

1

FILED
MAR 9 1976
CLAY MYERS
SECRETARY OF STATE

RECEIVED
MAR 9 8 49 AM '76
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

March 8, 1976

Salem Compost
2555 25th St. S.E.
Salem, OR 97302

RECEIVED
MAR 11 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Gentlemen:

This will acknowledge receipt of your claim informing us that Paul Brothers Landscaping in Portland owes you for mushroom compost in the amount of $2,862.

NOTED
3-11-76

From the description given, this appears to be in connection with the Paul Bros., Inc., Clifford H. Paul and Richard J. Paul Contract No. 8050, West Fremont Interchange Section of the Stadium Freeway in Multnomah County.

The American Insurance Company furnished the bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We will advise the surety and the principal contractors of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:sr

cc American Insurance Company
921 S.W. Washington St.
Portland, OR 97205

Paul Bros., Inc., Clifford H. Paul
and Richard J. Paul
29 N.E. 148th Ave.
Portland, OR 97230

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SALEM COMPOST
2555 25th St. S.E.
SALEM, OREGON 97302

362-0811 or 362-0331

DATE
March 1, 1976
NUMBER

Oregon State Highway Bldg.
Room 121 Attn: Cecil Head
Salem, Oregon 97310

RECEIVED
MAR 4 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTAT

TERMS

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE

DATE	CHARGES AND CREDITS	BALANCE
	BALANCE FORWARD	

Dear Sir:

In regards to the phone call to Mr. Anderson on March 1, 1976, Paul Brothers Landscaping in Portland received bid for Landscaping Fremont Bridge in Portland, and Salem Compost furnished mushroom compost for this project. A total of 53 loads of 18yds. each for a total of 954yds. at $3.00 per yd. delivered to job site, for a total of $2862.00. As of this date no payment has been received.

Sincerely,

Robert E. Calkins
Robert Calkins, Mgr.
Salem Compost

SALEM COMPOST

Thank You

PAY LAST AMOUNT IN THIS COLUMN

FORM 95

8050

December 30, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-405-8(32)308

SUBJECT Notification Establishment Period Started

Contract 8050, Work Completed November 30, 1975

Project West Fremont Interchange

Highway Stadium Freeway

County Multnomah

Establishment Period Ends Fall of 1976

RDC:re

cc: R. D. Church

8050 13

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: West Fremont Interchange

WEEK ENDING: Dec 5, 1975

SECTION PREFIX: 626 - 1020

HIGHWAY: Stadium Freeway

COUNTY: Multnomah

NAME OF JOB: West Fremont Interchange

KIND OF WORK: Roadside Improvement & Mini Parks

CONTRACTOR: Paul Bros., Inc.

CONTRACT NUMBER: 8050

FEDERAL AID PROJECT NUMBER: I - 405 - 8(32) 303

DATE OF CONTRACT: July 31, 1974

DATE WORK STARTED: August 27, 1974

ESTIMATED COMPLETION DATE: November 30, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 3 SUPERVISION 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: November 30, 1975

PROJECT AUTHORIZATION: $ 1,056,451.19

PERCENT OF TIME ELAPSED: 100%

EXCLUSIVE OF ENGINEERING: $ 972,679.73

ENGINEERING AUTHORIZATION: $ 83,771.46

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 972,679.73

ENGINEERING COST TO DATE: $ 97,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 115.8 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	~~MAT. PROD.~~	SW & Curb	Illum. 100%
		100%	100%	100%	Planting100%	100%	Irrig. 100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 30	Rain & Windy			
MONDAY 1	Showers & Windy			
TUESDAY 2	Showers & Windy			
WEDNESDAY 3	Showers & Windy			
THURSDAY 4	Showers			
FRIDAY 5	Cloudy			
SATURDAY				

Keasey K RECEIVED Richards
Bond
Jackmond 9 DEC 8 1975 Berg
Harwood
CONSTRUCTION
Walker SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 30	No Activity
MONDAY 1	Three men working on general clean-up all week
TUESDAY 2	
WEDNESDAY 3	
THURSDAY 4	
FRIDAY 5	
SATURDAY 29	Contract work complete on this day

REMARKS

All contract work complete, anticipate final inspection of job next week.

SIGNED ______ [illegible] Res. Engr.

LOCATION 9000 SE Fuller Rd.
Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dot

Title of Record Series: construction contract

Arrangement of Records: Construction Contract

Index:

INDEXING: Begins with 8003 Ends with: 8050

FLASH CARDS: continued from reel 170 continued on Reel 172

Remarks:

Reel No. 171 Reduction Ration 21 X Project No.

Camera: Name Bell & Howell Model File Master Film AHU 16 mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 22 day of Febuary 19 85 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Darlene Scarborough